

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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## Manufacturers' Record.

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BALTIMORE, MARCH 23, 1894.

### Do You Want Machinery?

If so, examine the advertising pages of the MANUFACTURERS' RECORD, where you will find the advertisements of 500 or 600 of the leading machinery manufacturers and dealers of the country. There is hardly any line of general machinery that cannot be secured from some one or more of our advertisers, but if you cannot find what you want in our advertising columns, write to the MANUFACTURERS' RECORD giving particulars of the machinery desired, and the information will be secured for you free of cost.

### Get Them to Visit Us.

The MANUFACTURERS' RECORD in its weekly summary of the business conditions of the South says: "One of the notable features of the business interests of the South is the unusually large number of capitalists and h. meseekers who are now investigating the resources and attractions of this section, and this is being followed by some large sales of properties and extensive colonization projects."—Columbia (S. C.) State.

Are you doing anything to "get them to visit" you?

Are you making the resources and attractions of Columbia known to Northern and Western people?

If not, how do you expect to attract their attention and secure a visit from them?

Moral: "He who bloweth not his own horn, by whom shall his horn be blown?"

The South needs to study this moral.

ROANOKE has determined to have an industrial exposition next fall. The enterprising men who have made that progressive town are at the head of this movement, and this fact practically insures a success. Surrounded as Roanoke is by a tributary country rich in minerals, in timber and in agricultural resources, it ought to be able to gather together a display which will be of far more than State interest. It ought to be possible to attract the attention of many Northern and Western people, and under good management, as this

exposition doubtless will be, it can be made of great value to all southwest Virginia, as well as to Roanoke.

### Northern Opinion of Southern Possibilities.

Accustomed all their lives to their own country, the people of the South do not fully realize its advantages and attractions over all other sections. The Northern or Western man who has seen the disadvantages of his own section, and has seen how much energy and work are required to overcome the obstacles to success, when he goes South and studies the conditions of life there, is amazed at the bounty of nature's gifts. He finds a climate that is infinitely superior to that of his own section, and which, regarded as an economic factor in development, can scarcely be too highly valued; he finds a soil that with proper cultivation will produce better net results than that of any other part of our country; he finds advantages for manufacturing unequalled anywhere else, and, in brief, natural conditions that for all time guarantee the lowest cost of production in agriculture as in manufacturing, and coupled with this the lowest cost of living. As these conditions are studied the Northern man unaccustomed to such opportunities is amazed at the capabilities of the South. Seeing what has been done in his own section without these advantages, he can better understand the possibilities of the South's progress. These points are illustrated by an article in the March number of the *Southern States* magazine by Mr. Clark Bell, a prominent New York lawyer and editor of the *Medico-Legal Journal* of that city. In writing of a recent trip to the Carolinas and Georgia, Mr. Bell says:

I do not dare to state what I think of the future of North Carolina and Georgia within the next fifty years—yes, twenty-five years. No Georgian or Carolinian would believe as much as I see coming in the next generation. With a climate that not only rivals, but excels, that of Italy, I say to Georgians and North Carolinians if you will yourselves open to Northern eyes the enormous advantages of your grand States you will witness a spectacle within the next thirty years as marvel us as that we saw in Atlanta, where a magnificent city has arisen, phoenix-like, from the ashes made by Sherman's army. And the new States of Georgia and North Carolina will come into a new and grander life, which will be as much a wonder to the next generation as Atlanta is to this.

It is interesting in this connection to note that the leading railroads traversing the Carolinas and Georgia have determined to make a vigorous effort to attract settlers to these States. What the Southwestern roads have done for Texas and Arkansas and the Mobile & Ohio and Illinois Central for Alabama and Mississippi, the Seaboard Air Line, the Richmond & Danville and the Atlantic Coast Line now propose to do for the country tributary to their lines. The Seaboard Air Line managers have long appreciated the importance of this mat-

ter, and they intend to inaugurate a system that must inevitably prove of great advantage to that entire section. The whole South is waking up on the immigration question, and such predictions as that of Mr. Bell show how Northern people who are drawn South will appreciate the possibilities of this favored land.

### Now is the Time to Make Improvements.

The MANUFACTURERS' RECORD has often urged that a time of depression is the time in which to make improvements. We know that good times inevitably follow bad times, and that even if delayed a little longer than usual, prosperity must come again. When it does come the well-equipped factory will be in a position to secure the greatest benefit, while the concern that waits until activity returns before making needed improvement will lose the chance of doing a good business in good times. Machinery can be bought at the lowest price ever known, and mills of all kinds needing new equipment would find it a wise investment to secure the most modern improvements in machinery now, while they can be had at a low cost. As this is a good time for improving old plants, so is it a good time to build new ones, provided there is room for the enterprise projected. It would not be a good time for building an iron furnace, as the capacity of furnaces in existence is in excess of the iron consuming requirements of the country, but it would be a good time for building new cotton mills and many other enterprises which have not been overbuilt. Commenting on these facts the Boston Journal of Commerce says:

The present depression in the cotton industry presents to the cotton manufacturers an opportunity for improving the condition of their mills by the repairing of their old machinery and the addition of new that they cannot afford to let pass. Never in the history of the business could cotton machinery be bought so low as at the present time, and we believe the prices which our machine builders are now accepting contracts for must and will be increased as soon as business shows signs of activity. With the prevailing low rates for money it would seem to be good policy for our cotton-mill managers to carefully look their plants over and place orders at once for new machinery and the repairing of old, and thus put them in good condition to compete with the best equipped mills. There is no mistake but this is a golden opportunity to purchase new machinery. We notice a movement among some of our enterprising mills to avail themselves of it, and thus get ready for an active business. There is no doubt we are on the eve of prosperity in the cotton-manufacturing business and those mills equipped with machinery of the latest pattern will be the ones that will show the largest dividends to their stockholders.

### Prosperous Carolina Farmers.

Commissioner Robinson, of the North Carolina board of agriculture, in the last bulletin of the board, calls attention to the prosperous agricultural sections of the State in these words:

The condition of farmers in North Carolina is one which gives great assurance at this time, and

should encourage our people very much. In the North, and particularly Northwest, the suffering and destitution amongst the one-crop farmers is such as to cause great apprehension. So great is the depression that many are writing this office in search of new homes in a mild climate where a variety of farm products may be grown. The financial depression has affected our farmers but little. They may not have much cash, but they have plenty to feed man and beast and a prospect of a good crop before them. The climatic conditions have never been better for the furtherance of all farm operations than we have enjoyed in this State this year.

### How to Develop the South.

In this age of the world the only way to push any business is to advertise it. This is as true of attracting visitors, bringing settlers and securing the investment of outside capital as it is of selling a new remedy for disease or finding a market for some new implement. It is not enough to have a good thing; it is also necessary to publish the fact to the world and to thrust it upon the notice of everybody.

That it pays a community to advertise as well as it does an individual has been shown by the experience of New Hampshire. The State board of agriculture has an annual appropriation of \$2000 to be used in making known the advantages to be derived by locating in the rural sections of that Commonwealth. A portion of the sum has been devoted to calling attention to the summer resorts. A pamphlet has been prepared setting forth their beauties, and more than 50,000 copies of it have been distributed, reaching nearly every city in the United States. Of course it is utterly impossible to trace the effects of such work in detail, but the proprietor of a single summer hotel testifies that through the agency of this pamphlet three families came to his house from the State of Pennsylvania and paid him \$1100 the first season. No fewer than 1635 houses, large and small, from the hotel which will accommodate hundreds to the farmer's family which can take only six or eight, were mentioned in this little book, and there is no doubt that thousands of people have been attracted to New Hampshire by the publication who otherwise would never have thought of entering the State.

So thoroughly convinced of the advantages of advertising have the Yankees become that, as we recently noted, the railroad companies, summer-resort hotels and boarding-house keepers of New England propose to spend \$10,000 a year in establishing and maintaining a "vacation bureau" in New York city for the purpose of securing patronage. They look at it simply as a matter of business. They want trade, and they see that everybody else who wants trade gets it by advertising. They reason rightly that the same principle applies to their business.

Advertising—that is what Florida needs as a State—what her cities and towns need. We must let the rest of the country know our advantages; we must publish the facts about our climate, our soil, our natural beauties, our countless sites for homes, our facilities for the establishment of manufactures. If a shrewd financier owned Florida and wanted to get large returns from his investment, he would spend money liberally in advertising its attractions, because he would know that he would get it back many times over. The people of Florida have the chance to make money in this way, and they ought to improve it.—Jacksonville Citizen.

The advice given by the Citizen to Florida applies with equal force to every other Southern State. The South needs to let the world know what it has, and to do this it must advertise—advertise freely and persistently, and not spasmodically. Its railroads must advertise as well as its towns. If any Western road had such a country as western Carolina and north Georgia, for instance, it would spend \$50,000 or \$100,000 a year advertising it, until the whole country became wild about it. The cost would be returned many times over. Other parts of the South may not have the wonderful mountain scenery of west-

ern Carolina, but they have some special advantages that are equally as great as Carolina's mountains. Some have remarkable advantages for fruit-raising, for grapes, etc., or early vegetables; some for climatic conditions that almost guarantee good health and long life; some great timber resources; some unusual facilities for manufacturing. In every part of the South there are some peculiar advantages that justify telling the world about, and every Southern railroad ought to make it a business to study out the conditions of the country along its line, and then intelligently, steadily and liberally advertise them. It matters not how poor a railroad may be, it must advertise. Land-owners, business men and others can leave a section if not satisfied or go somewhere else, but a railroad must stay where it is, and its prosperity must depend upon the prosperity of the country tributary to it.

### THE WEEK IN THE SOUTH.

#### Condition of Business and the Latest Features of Southern Progress Summarized.

Reports from all parts of the South indicate that the general business outlook is very promising, though the volume of trade does not yet show any very large increase. But if judged by the southward trend of capital and immigration and by the evident increase in the organization of new enterprises, the South is entering upon the most solidly prosperous era of its history. The immigration movement especially is one of the most noticeable signs of the times, and throughout the North and West the desire to move South seems to be assuming proportions of national importance.

Special reports from New England show more disposition than ever before to invest in Southern cotton mills, and a manufacturer of that section tells the MANUFACTURERS' RECORD that a number of large mills will be built in the South by New England people. Among the more important industrial enterprises reported for the week are a company capitalized at \$6,000,000 to build a town and develop shipping facilities on Patuxent river, Md.; a \$100,000 company organized to ship barytes from Blacksburg, S. C., to Baltimore, where a large manufacturing plant will be established; a \$200,000 company to establish an artificial-ice plant in Baltimore in connection with a skating-rink project; a lumber mill and a shoe factory in Maryland; a \$500,000 tobacco company, a shoe factory and a canning factory in Virginia; a \$300,000 natural-gas company and a tannery in West Virginia; a \$2,000,000 lumber-exporting combination, a \$320,000 cotton-mill company, a \$50,000 oil mill, a compress and several cotton gins in Texas; an electric-power plant, saw mill, quarry and canning factory in Georgia, etc.

#### Tampa a Cigar-Making Centre.

The city of Tampa, Fla., bids fair to become one of the greatest cigar-making centres in the country, if not the greatest, within a few years. Hundreds of Cubans who have been in this business at Key West have left that city and are moving to Tampa. According to a dispatch from Key West a number of Spanish cigarmakers have come to this country and begun work in that city. The Cubans have refused to work with them, and the result has been an exodus from the city, of which Tampa has had the benefit. The latter city is especially adapted for this industry by reason of its climate and the fertility of the soil in its vicinity, while the residents of the place are making every inducement to cigar manufacturers to establish plants there.

### A MARVELOUS RECORD.

#### The South's Industrial Progress from 1880 to 1890.

The census bulletin just issued, giving the final returns of the manufacturing interests of the country for 1890, although three years late, presents many facts of remarkable interest. It shows a growth of manufactures from 1880 to 1890 that can only be described as marvelous. In 1880 there were 253,852 manufacturing establishments in the United States, with an aggregate capital of \$2,790,272,000, and the total value of their products for that year was \$5,369,579,000. By 1890 the number of factories had increased to 355,401, the capital invested to \$6,524,475,000 and the value of the product to \$9,370,107,000. The number of hands increased from 2,732,595, with aggregate wages of \$947,953,795, to 4,711,832, with wages of \$2,282,823,285. We can probably better understand the magnitude of these figures by comparing them with the totals of agricultural interests for the census year 1889-90. The total value of all agricultural products for that year was \$2,460,107,000, or just a little more than one-fourth of the value of manufactured products. In fact, the wages paid to factory employes (and in these figures the mining interests are not included) aggregated nearly as much as the total value of all farm products.

The South's share in this remarkable growth, as exhibited by these figures, more than sustains all the statements made by the MANUFACTURERS' RECORD regarding the industrial advance of this section. Considering the circumstances as they existed, the progress of the South is much more astonishing even than that of the entire country. In 1880 the South was just beginning to show some signs of industrial recovery from the destruction of the war and the troubles of reconstruction days. Alabama was just getting ready to commence the development of its iron interests, while Georgia was making some little advance in cotton manufacturing, but it was four or five years before the signs of general improvement were seen all over the South. The progress of that section was, therefore, practically made in the five years from 1885 to 1890 instead of from 1880, as the total advance of the first half of the decade was very small. What was the result? Comparing the census returns of 1880 and 1890 by States we have:

States.	No. of hands employed.		Wages paid.	
	1880.	1890.	1880.	1890.
Alabama.....	10,019	33,821	\$2,500,504	\$12,676,029
Ark.....	4,557	15,972	925,358	5,749,888
Dist. Col.....	7,146	23,404	3,924,912	14,622,264
Florida.....	5,504	13,927	1,270,875	6,513,068
Georgia.....	24,875	56,323	5,266,152	17,312,196
Ky.....	37,391	65,579	11,657,844	27,761,746
La.....	12,167	31,991	4,360,371	13,159,564
Md.....	74,945	107,054	18,946,665	41,526,832
Miss.....	5,827	15,817	1,192,645	4,913,863
N. C.....	18,109	36,214	2,740,768	7,830,536
N. S.....	15,828	24,662	2,366,289	6,590,983
Tenn.....	22,445	47,759	5,254,775	16,899,351
Texas.....	12,159	39,475	3,343,087	18,586,338
Virginia.....	40,184	59,591	7,425,261	19,644,850
W. Va.....	14,311	21,969	4,313,965	8,330,997
Total.....	305,467	588,528	\$75,917,471	\$222,118,505

This shows an increase in the number of hands employed in factories from 305,467 to 588,528, and an increase in wages paid from \$75,917,471 in 1880 to \$222,118,505 in 1890. In these ten years the aggregate amount of wages nearly trebled, increasing more rapidly than the number of hands, because of the increase in skilled employment. The total value of the cotton crop of 1889-90 was \$373,000,000, while the aggregate wages paid to factory employes was \$222,000,000, or equal to 60 per cent. of the value of the cotton crop. If to this the wages of miners and quarrymen be added, the total for industrial employes in the South would be about \$240,000,000 in 1889-90. The number of establishments,

the capital invested and the value of the product for 1880 and 1890 compare as follows:

States.	No. establishments		Capital.		Total value of product.	
	1880.	1890.	1880.	1890.	1880.	1890.
Alabama.....	2,070	2,977	\$9,668,008	\$16,124,571	\$13,565,504	\$51,226,608
Ark. sas.....	1,202	2,073	2,953,130	14,971,614	6,750,159	22,659,179
District of Columbia.....	971	2,295	5,552,526	28,865,099	11,882,366	39,331,437
Florida.....	426	805	3,210,680	11,110,301	5,546,448	18,222,890
Georgia.....	3,593	4,285	20,672,410	56,941,580	39,440,918	68,917,020
Kentucky.....	5,328	7,745	45,813,039	79,811,980	75,183,377	126,719,857
Louisiana.....	1,553	2,613	11,464,468	34,751,121	24,205,193	57,846,713
Maryland.....	6,787	7,485	58,742,384	119,657,316	105,780,563	171,842,593
Mississippi.....	1,479	1,648	4,727,600	14,846,884	7,518,302	18,705,834
North Carolina.....	3,802	3,667	13,045,639	32,745,995	20,995,037	40,375,450
South Carolina.....	2,078	2,352	11,305,894	29,276,261	16,738,008	31,928,681
Tennessee.....	4,326	4,559	20,092,845	51,475,092	37,674,886	74,355,286
Texas.....	2,046	5,268	9,245,561	46,815,181	20,719,928	79,431,551
Virginia.....	5,710	5,915	26,968,990	63,456,799	51,780,942	88,363,824
West Virginia.....	2,375	2,376	13,883,390	28,118,030	22,867,126	38,704,125
Total.....	44,696	56,143	\$257,244,564	\$659,008,817	\$457,451,777	\$917,589,045

By reason of the tendency to an increase in the size of individual plants and the abandonment of many of the little country grist and saw mills, worth only a few hundred dollars each, the net increase in the number of factories was not so large as the increase in capital invested. In 1890 the South had 56,143 factories, against 44,696 in 1880. In 1880 the total capital invested was \$257,244,564, while in 1890 it was \$659,008,817. The value of the manufactured products of the South was \$457,451,777 in 1880 and \$917,589,045 in 1890. The percentage of growth was greater than in the country at large.

#### PERCENTAGE OF INCREASE FROM 1880 TO 1890.

	Entire Country.	The South.
Capital.....	120.76	156
Total product.....	69.27	100

The South increased its capital in manufactures 156 per cent., but as many of the concerns were just getting into active shape for operation in 1889 the value of the product increased 100 per cent. Including the value of the mineral products of 1889-90 the total industrial output of 1890 in the South was nearly \$950,000,000, or more than two and a-half times the total value of the cotton crop of that year. The industrial interests of the South have continued to increase since 1890, notwithstanding the general depression in business, and the aggregate annual value of their product is now equal to the total value of about three average cotton crops.

The total value of the agricultural products of the South, the value of the corn crop alone equaling that of cotton, is now nearly \$1,000,000,000 a year. Thus the agricultural and industrial interests of the South are now producing about \$2,000,000,000 annually. With this foundation the return of prosperity to the country at large will bring about a degree of activity and advancement in the South which will produce far greater results than even this marvelous record of 1880, or really of 1885, to 1890.

### GENERAL NOTES.

#### Brief Mention of Various Matters of Current Interest.

A RECENT land sale in Texas was of 1765 acres near La Porte to E. G. Harris, of Jacksonville, Ill., who intends using it for a ranch.

It is estimated that there are 10,000,000 bearing and non-bearing orange trees in Florida. California is credited with having 6,000,000 and Arizona about 1,000,000.

THE business of the Pensacola and Havana steamship line has increased so rapidly that another ship has been added to the service.

A DISPATCH from Alexandria, La., states that Alex. Baines, of Rostherne, England, and W. F. Whetstone, an English barrister of London, directors of the Louisiana & Southern States Real Estate Co., of Lei-

cester, England, accompanied by Prof. S. A. Knapp, president of the Calcasieu Bank, of Lake Charles, are making a tour

of inspection of 45,000 acres of land owned by the company in Caldwell parish, and have already inspected the same amount of land owned by the company in Calcasieu parish.

A DISPATCH from Augusta, Ga., states that Mr. James Swann, who has succeeded Hon. Pat Calhoun as president of the North Augusta Land Co., intends to complete the improvements already begun on its property.

THE Chattanooga Steamboat Co. has again put its line in service between Chattanooga, St. Louis and intermediate points. It is expected to make the round trip in twenty-five days. On the first trip a full cargo was shipped from Chattanooga.

THE way Northern capital is being placed in New Orleans is indicated by the sale of the Meyer Building in that city to Ratcliffe Hicks, president of the Canfield Rubber Co., of Bridgeport, Conn. The price paid was \$62,500. Mr. Hicks, it is reported, will convert the property into an office building.

TESTS were recently made of brick manufactured from a clay bed found near Ocean Springs, Miss., which is said to be excellent for withstanding heat. The tests were made at New Orleans in the presence of experts, who pronounce the clay of a very superior quality.

AT a sale held at Rusk, Texas, on March 6 the plant of the Cherokee Iron Manufacturing Co. was sold under a decree of the federal court to Mr. Frank A. Daniels, of New Orleans. The plant consists of a fully equipped iron furnace of fifty tons capacity daily and ore lands. Three miles of railroad track, built in 1890, is on the property.

THE farmers in Worth county, Ga., are greatly encouraged by their success in fruit culture. At Poulan Mr. J. G. McPhaul is clearing 400 acres of ground which will be set in trees as soon as possible, while the Keystone Fruit Co. is clearing about 150 acres in addition to its already large vineyard and orchard. Various small farmers are increasing the size of their orchards.

THE business men of Meridian, Miss., held a meeting on March 13 and proposed the organization of a business league. W. H. Hardy and James Harwell directed the meeting, and a committee was appointed to determine upon incorporation, rules, etc. The association is intended to engage in active work for furthering the industrial interests of Meridian.

IN regard to the report recently circulated that the Wallis-Lispensard Co., owner of a cotton-picking machine, and William Deering & Co. had consolidated, Messrs. Deering & Co. write to the MANUFACTURERS' RECORD as follows: "The only basis for the assertion that you refer to is the fact of some negotiations between the Wallis-Lispensard Co. and ourselves for the manufacture of one or two machines. The statements that you refer to are not true."



## BUSINESS CONDITIONS SOUTH.

Extracts from Letters to the Manufacturers' Record.

Greenville, N. C.—Greenville Lumber Co.: "We have plenty of orders to start on. Think prices of North Carolina pine would be better if the Wilson bill had never been heard of. Some of our customers think just the opposite. So there you are. Who is right?"

Brinkley, N. C.—W. P. Stafford: "The outlook at the present is somewhat dull. I don't know of any new industry to be started anyway soon."

Fort Worth, Texas—Texas Manufacturing Co.: "The outlook for business in this section is very flattering. We have had fine spring rains so far, which is always pleasing to the farmers throughout this section."

Beaumont, Texas—E. L. Bacon, secretary of Beaumont Ice, Light & Refrigerating Co.: "General outlook is better than has been for several years."

Haw River, N. C.—Thos. M. Holt Manufacturing Co.: "An adjournment of Congress until December, 1895, would help manufacturing more than anything else."

Little Rock, Ark.—Charles T. Abeles & Co.: "Can't say much of the prospects, but it is very dull just now. We have a good town, and we hope it will soon get better."

Camilla, Ga.—Durham & Co.: "The outlook for this section is very flattering."

South Pittsburg, Tenn.—W. R. Ladd: "The indications now for the present year's business is more encouraging so far than has been seen in the past twelve months. All factories are operating with increased products and indicate the near approach to full capacity. The Eagle Pencil Works is a new enterprise of our town. Also the Standard Oil Co. has erected a warehouse here. Generally, I consider the present business indications good."

Anniston, Ala.—Anniston Pipe & Foundry Co.: "We have recently booked large orders from Northwest and New England points."

Clarksburg, W. Va.—D. P. Morgan, of the Clarksburg Telephone Co.: "Our business outlook is fair, but the reason is we are not much affected by the infernal W. L. Wilson and his cursed bill. We do not manufacture much, and coal has been a drag for several months; in fact, ever since Clevelandism began."

Texarkana, Texas.—S. H. Bolinger & Co.: "Outlook for trade is fine if Congress could only get home and go to raising cotton and corn, and stop raising so much —."

Houston, Texas.—E. K. Dillingham: "Business is dull at present, but the outlook is encouraging. There promises to be a great deal of building in Houston in the next nine months."

Chattanooga, Tenn.—Price & Evans: "Business is improving a little. The prospect is better than it has been for three months past."

Austin, Texas.—J. H. Raymond, Jr.: "The city has sold enough of its water bonds to guarantee the completion of its new system. Water pipes are arriving daily, and the placing of them will be begun in a few days. The dam furnishing 14,000 horse-power, together with all head-gate masonry, is entirely completed."

Point Pleasant, W. Va.—Kanawha Marine Dock Co.: "We know of no new enterprises contemplated at present. We expect a revival of trade."

Cloverport, Ky.—D. R. Murray, of the Citizens' Water Co.: "The three brick plants (vitrified) are preparing to blow in, and the outlook is that they will run to their full capacity—aggregate capacity about 130,000 brick per day. I hear of a new enterprise, lumber and planing mill,

about to be organized. Altogether, prospects are brighter than were anticipated."

Jacksonville, Fla.—Merrill-Stevens Engineering Co.: "Prospects seem brighter."

Moncure, N. C.—Dawe & Hanson: "The gold fever is moving South. Last week three nuggets were found aggregating \$90.00, the smallest weighing \$19.86 of pure crystallized gold. Machinery and capital will open up many more mines in the surrounding district."

Staunton, Va.—O. K. Lapham: "The long suspension of business has nearly exhausted supplies of all kinds. The immediate wants of the consumer compels resumption of manufacturing to the extent of supplying his pressing wants, which are very much restricted by the extreme low wages he gets, as well as enforced idleness altogether. Until legislation gives a circulating medium beyond the control of any one class—restores to the country banks what is now congested in large cities; the control and regulation of natural and legislative monopolies assumed by the people, no permanent relief can reach the consumer and all other lines dependent on the welfare of the consumer. This includes all kinds of manufacturing and merchandising business open to competition."

Chattanooga, Tenn.—The Central Manufacturing Co.: "Prospects for business in the near future are rather discouraging, but we, like the majority, are in hopes of better times."

Paducah, Ky.—William Eades: "The outlook here is very good for enterprising persons. Paducah, Ky., is a city of some 25,000 inhabitants, with fine shipping facilities—three rivers and three railroads—and a fine situation for any manufacturing enterprise. I have just erected the finest barrel-hoop factory in the South, with all new and latest improved machinery, to make sawed-elm hoops, and will use elm logs exclusively, and want 200,000 feet elm logs. Will employ from fifteen to twenty hands, and expect to fill large contracts on short notice."

Lynchburg, Va.—Lynchburg Manufacturing Co.: "Business quiet, but economy in the South is more than offsetting that one-sided affair, the everlasting pension bill. Farm work going ahead now since the rain."

Brooklyn, Fla.—H. M. Eddy: "The outlook for business here is encouraging, as the fruit and vegetable crop has been large, and the local trade in lumber business is very good; prices are fairly satisfactory. I think the demand for lumber will be better this spring and summer than it was last year."

Little Rock, Fla.—P. Raleigh: "Little Rock is becoming quite a city. The business, wholesale and retail, would astonish people. A new railroad coming from Kansas City to Little Rock is just commenced. It is a good place to invest. I was a resident of south Indiana—Evansville, Ind.—and I am living here, as I am convinced the place will ultimately be very large. One of our retail dry goods stores sold nearly \$500,000 for year 1893. This is an index."

Charlotte, N. C.—Charlotte Broom Co.: "General outlook for business and manufacturing good."

Wheeling, W. Va.—Wheeling Wheel & Axle Co.: "Outlook improving."

## More Coal in Texas.

A dispatch from Houston, Texas, states that an extensive bed of coal has been discovered near that city which has been purchased by the Southern Pacific Railroad Co.

WHAT is said to be the largest fleet of coal boats ever sent to New Orleans recently left Louisville. It contained forty-eight barges, carrying about 40,000 tons, and covered eight acres of water.

## The South Before the War.

[R. H. Edmonds in *Southern States Magazine*.]

I.

In order to understand and appreciate the progress made by the South during the last ten years, it is necessary to know something of its condition prior to the war and immediately after that disastrous struggle. "The New South," a term which is so popular everywhere except in the South, is supposed to represent a country of different ideas and different business methods from those which prevailed in the old antebellum days. The origin of the term has been a subject of much discussion, but the writer has rarely seen it ascribed to what he believes to have been the first use of it. During the war the harbor and town of Port Royal, S. C., were in the possession of the Northern forces, and while they were stationed there a paper called "The New South" was established by Mr. Adam Badeau, who was afterwards General Grant's secretary. This was probably the first time that the term was applied to the Southern States. Its use now, as intended to convey the meaning that the progress of the South of late years is something entirely new and foreign to this section, something which has been brought about by an infusion of outside energy and money, is wholly unjust to the South of the past and present. It needs but little investigation to show that prior to the war the South was fully abreast of the times in all business interests, and that the wonderful industrial growth which it has made since 1880 has been mainly due to Southern men and Southern money. The South heartily welcomes the investment of outside capital and the immigration of all good people, regardless of their political predilections, but it insists that it shall receive from the world the measure of credit to which it is entitled for the accomplishments of its own people. In the rehabilitation of the South after the war Southern men led the way. Out of the darkness that enveloped this section until 1876 they blazed the path to prosperity. They built cotton mills and iron furnaces and demonstrated the profitability of these enterprises. Southern men founded and built up Birmingham, which first opened the eyes of the world to the marvellous mineral resources of that section, and to Southern men is due the wonderful progress of Atlanta, one of the busiest and most thriving cities in the United States. When the people of the South had done this, then Northern capitalists, seeing the opportunities for money-making, turned their attention to that favored land.

The Southern people do not lack in energy or enterprise, nor did they prior to 1860. Since the formation of this government they have demonstrated in every line of action, in political life, on the battlefield, in literature, in science and in great business undertakings, that in any sphere of life they are the peers of the most progressive men in the world. From the settlement of the colonies until 1860, the business record proves this. After 1865 the conditions had been so completely changed that the masses lacked opportunity, and to that alone was due their seeming want of energy. The population was largely in excess of the number required to do all of the work that was to be done. At least one-half of the whole population was without employment, for the war had destroyed nearly all the manufacturing interests that had been in existence; agriculture was almost the only source of work for the masses. With no consumers for diversified farm products it would have been folly to raise them. Cotton, and cotton alone, was the only crop for which a ready market could be found, and it was also the only crop which could be mortgaged in advance of raising for the money needed for its cultivation.

The Northern farmer is enterprising. He raises fruits and vegetables and engages in dairying and kindred enterprises because he has a home market for these things. The Southern farmer had none and could not create one. He might deplore his enforced idleness when he saw his family in want, but that would not bring him buyers for his eggs or chickens or fruit where there was no one in his section to consume them. The almost unlimited amount of work for the mechanics and day laborers generally at the North enabled every man to find something to do. In the South there was almost an entire absence of work of this character. Men hung around the village stores because there was no work to be had which would yield them any returns. With the development of manufactures there came a great change. The opportunity for work had come, and the way in which the people who had hitherto been idlers rushed to the factories, the furnaces, and wherever employment could be secured, demonstrated that they only needed the chance to prove their energy.

The greatest blessing that industrial activity has brought to the South is that it is daily creating new work for thousands of hitherto idle hands, and creating a home market wherever a furnace or factory is started for the diversified products of the farm. The latent energy of the people has been stimulated into activity, and the whole South is at work.

But to fully understand the South in its relation to business matters, it is necessary to study its business history before the war had brought about a degree of poverty which has no equal in modern history.

In the early part of this century, and even before then, the South led the country in industrial progress. Iron making became an important industry in Virginia, in the Carolinas and in Georgia, and Richmond, Lynchburg and other cities were noted for the extent and variety of their manufactures. Washington's father was extensively interested in iron-making, and Thomas Jefferson employed a number of his slaves in the manufacture of nails. South Carolina was so imbued with the industrial spirit that, about the beginning of the Revolution, the State government offered liberal premiums to all who would establish iron works. By the census of 1810 the manufactured products of the Carolinas and Georgia exceeded in value and variety those of all New England combined. The South Carolina Railway, from Charleston to Hamburg, built by the people of South Carolina, was the leading engineering accomplishment of its day, not only in this country, but of the world. Greater than this, however, was the road projected by Robert Y. Hayne, of Charleston, to connect Charleston and Cincinnati, and thus make the former city the exporting and importing port for the great West. Unfortunately for the South, Hayne was sent to the United States Senate, and the growing sectional bitterness, because of slavery, so completely absorbed his attention that his great railroad undertaking had to be abandoned.

The stimulation given to the cultivation of cotton by the introduction of the gin and the extension of slavery, with the liberal profits in cotton cultivation, as prices ruled high for most of the time from 1800 on to 1840, caused a concentration of capital and energy in planting. But between 1840 and 1850 there were several years of low prices, and attention was once more directed to industrial pursuits. The decade ending with 1860 witnessed a very marked growth in Southern railroad and manufacturing interests, but there was no decline in the steady advance that was making the South one of the richest agricultural sections of the world. During this time railroad building was very actively pushed, and the South constructed 7562 miles of new road, against 4712 by the



New England and Middle States combined. In 1850 the South had 2335 miles of railroad, and the New England and Middle States 4798 miles; by 1860 the South had increased its mileage to 9897 miles, a quadrupling of that of 1850, while the New England and Middle States had increased to 9510 miles, or a gain of only about 100 per cent. In 1850 the mileage of the two Northern sections exceeded that of the South by 2463 miles. The conditions were reversed by 1860, and the South then led by 387 miles. In the decade under review the South expended, according to official figures, over \$220,000,000 in the extension of its railroads, the great bulk of this having been local capital. This activity was not confined to any one State, but covered the whole South, and every State made a rapid increase in its mileage. In Virginia there was an increase from 515 to 1771 miles; the two Carolinas gained from 537 to 1876 miles; Georgia from 643 to 1404; Florida from twenty-one to 401; Alabama from 132 to 743; Mississippi from seventy-five to 872; Louisiana from seventy-nine to 334, and Kentucky from seventy-eight to 569. Neither Texas, Arkansas or Tennessee had a single mile of railroad in 1850, but in 1860 Tennessee had 1197 miles, showing remarkable activity in construction during the decade, while Texas had 306 miles and Arkansas thirty-eight.

The percentage of increase in population in the South from 1850 to 1860, even including the slaves, was 24 per cent., while in the rest of the country the gain, due largely to immigration, of which the South received none, was 42 per cent. Yet from 1850 to 1860 the South increased its railroad mileage 319 per cent., while in the rest of the country the gain was only 234 per cent. The South had one mile of road in 1860 to every 700 white inhabitants; the other sections all combined had one mile to every 1000 inhabitants. Thus counting the whites only, the South led the country in its railroad mileage per capita, and if the slaves be included, the South still stood on a par with the country at large in per capita railroad mileage.

While devoting great attention to the building of railroads, the South also made rapid progress during the decade ending with 1860 in the development of its diversified manufactures. The census of 1860 shows that in 1850 the flour and meal made by Southern mills was worth \$24,773,000, and that by 1860 this had increased to \$45,006,000, a gain of \$20,000,000, or nearly one-fourth of the gain in the entire country, and a much greater percentage of gain than in the country at large, notwithstanding the enormous immigration into the Western grain-producing States during that period. The South's sawed and planed lumber product of 1860 was \$20,850,000, against \$10,000,000 in 1850, this gain of \$10,000,000 being largely more than one-third as much as the gain in all other sections combined, although, even counting in the slaves, the South had less than one-third of the country's population.

The advance in iron founding was from \$2,300,000 in 1850 to \$4,100,000 in 1860, a gain of \$1,800,000, a very much larger percentage of increase than in the whole country. In the manufacture of steam engines and machinery the gain in all of the country except the South was \$15,000,000, while the gain in the South was \$4,200,000, the increase in one case being less than 40 per cent., and in the other over 200 per cent. Cotton manufacturing had commenced to attract increased attention, and nearly \$12,000,000 were invested in Southern cotton mills. In Georgia especially this industry was thriving, and between 1850 and 1860 the capital so invested in that State nearly doubled. It is true that most of the Southern manufacturing enterprises were comparatively small, but so were those of New England in their early stages. The South's were blotted out of

existence by the war; New England's were made enormously prosperous, justifying a steady expansion in size, by the same war. In the aggregate, however, the number of Southern factories swelled to very respectable proportions, the total number in 1860 having been 24,590, with an aggregate capital invested of \$175,100,000.

A study of the facts which have been presented should convince anyone that the South in its early days gave close attention to manufacturing development, and that while later on the great profits in cotton cultivation caused a concentration of the capital and energy of that section in farming operations, yet, after 1850, there came renewed interest in industrial matters, resulting in an astonishing advance in railroad construction and in manufactures. But this is only a small part of the evidence available to conclusively prove the great energy and enterprise of the 6,500,000 white people who inhabited the South.

#### Southern Gold Matters.

CHARLOTTE, N. C., March 5.

Editor *Manufacturers' Record*:

I am glad to see a disposition on the part of the MANUFACTURERS' RECORD to tone down some of the reports of mining operations, and season with a grain of salt some of the descriptions of mineral resources. There is no doubt that the South has resources that are underestimated by conservative, intelligent people, but the views of this class are not at all influenced by such exaggerated statements as I have seen published. The South is full of the wrecks of mining companies that have begun work on the assumption that a vein is a deposit of ore of easily ascertained width and length and unlimited depth, and that the entire vein is filled with ore of uniform or, at least, workable value. Every mining engineer knows the contrary is true with rare exceptions, if any.

With regard to the veins of this particular section there has not, as yet, been enough systematic development work done to reveal their true character. At Gold Hill, where the formation is the so-called Huronian slates, the veins conform in dip and strike to the stratification, and are, in fact, but strata of slate more or less altered and replaced by quartz and sulphurets of iron, copper, etc. One vein, the Randolph, has been worked to a greater depth than any other in the South. The Randolph shaft is 840 feet deep, or was until a mining engineer, by courtesy, filled up 200 feet of it. Six other shafts have been sunk on the same vein within a distance of 800 feet of various depths between 150 and 600 feet. Altogether enough dead work has been done on that small extent of the vein to fully explore twice the amount of ground, and it has been so badly planned that almost nothing is known of the character of the ground or the relation of the ore bodies to each other or to the vein. Enough has been done to prove one thing beyond a doubt, viz, that the deposits have depth, and that something more than a stamp-mill or pulverizing machine is necessary to extract the precious metals.

At the Haile mine, in South Carolina, ore bodies have been found by cross-cutting that were not indicated by anything on the surface. The formation as well as the ore is slate there also.

At the Howie mine, in Union county, N. C., parallel veins, so called, have been worked which are simply altered and mineralized strata in a mass of slate some 400 feet wide. The slate is all more or less auriferous, but only certain areas in certain (or rather uncertain) strata are workable ore. The entire mass may be said to be a vein 400 feet wide and a mile long, and the amount of workable ore is inexhaustible, but not all of the material will pay to handle.

In the veins of the granite belt, of which the Capps and the Rudisill and St. Cath-

erine (the two latter on the same vein) have had considerable development, the space between the walls is also filled for the most part with slate. The outcrops indicate veins of considerable width, more than 100 feet in places. These deposits are also shown to be permanent in depth, but only a comparatively small part of them is workable ore. The development so far shows that the ore bodies are not continuous in length and probably not in depth, but that they have a dip and strike of their own which is not the dip and strike of the whole vein. They are, apparently, parallel to each other in a general way, and may overlap each other both horizontally and in depth. A level that takes its direction from one ore body cannot be depended on to strike the next one if continued in the same course. In a word, the mining thus far done in the South, as well as the metallurgical work, has been a groping in the dark. The Thies chlorination process has gotten beyond the experimental stage and has proven its peculiar adaptation to many Southern ores. The development work at the Haile mine has also shown the way to the next step in Southern mining. But aside from these, the results of past work here are valuable only as showing what not to do in the future, and as a basis on which to form some more intelligent plans for future operations.

There are several men in the South today who are giving their mines the attention they deserve, and they find the subject one that requires no little study. They are not speculators, nor boomers, nor tenderfeet, but men who have seen nearly all the great mining centres the world over; and the present year will in all probability see some work begun, the results of which will astonish those who think the mines of the South are of no account.

F. POWELL, E. M.

#### The Southward Trend of Population.

In a letter to the MANUFACTURERS' RECORD Mr. L. M. Disney, real estate operator at Houston, Texas, writes:

"We have recently placed a large tract of land on the market in small lots, and have already succeeded in selling considerable of it to parties who will locate on and improve the same within the next few months. We are receiving at present a larger immigration in Brazoria county than we have ever had before. This increase is coming chiefly from Nebraska, Iowa, Illinois, Kansas and Missouri."

THE Florida Fibre Co., which is experimenting with sisal-hemp culture, has a tract of 1400 acres at Fort Lauderdale, of which forty are under cultivation. The plantation at Fort Lauderdale, which is on the Middle river about midway between Lake Worth and Biscayne bay, has been visited on several occasions by Mr. Charles R. Dodge, a special agent of the Agricultural Department at Washington, who has reported very favorably on the experiments being made, and says that there is no reason why the sisal plant should not be successfully cultivated in Florida. The importance of the sisal-hemp industry in Yucatan may be realized from the fact that the importations from there last year were valued at \$4,500,000.

THE whole world has been traversed to find material for the Easter number of the Literary Digest. Almost every civilized language will be represented. It will be superbly illustrated, full of information, treating all questions of present interest, and all sides of those questions; presenting the leading articles in the foremost magazines and journals of the world. This number of the Literary Digest will probably excel any other attempt to give the literature of the world in one issue. The Easter number will be ready on Thursday, March 22.

#### BARYTES MILL AT BALTIMORE.

Another Important Southern-Baltimore Industry.

Another important industry is to be added to the many that have been established in Baltimore during the last few years. This time it is a barytes mill to be established by the National Mining & Milling Co., lately incorporated with a capital stock of \$100,000. Ninety thousand dollars' worth of the capital stock has been placed at par and entirely subscribed for by the board of directors, with the exception of \$5000. The directors are G. W. Gail, J. Appleton Wilson, Joel W. Betton and H. C. Turnbull, Jr., of Baltimore; Christian Ax, of New York; Thomas Gautier, of Morristown, N. J., and Jno. F. Jones, of Blacksburg, S. C. The officers are Mr. Turnbull, president; Mr. Gail, vice president; Mr. Wilson, treasurer; Mr. Betton, manager, and Henry R. Turnbull, secretary. The company has acquired by purchase large deposits of barytes in North and South Carolina, including some very extensive deposits at Blacksburg, S. C. It has leased the old Popplein Phosphate Factory, in Canton, Baltimore county, and is now equipping it with the most improved machinery, calculated for an output of 12,000 tons of commercial barytes per annum. The quality of the ore and the improved methods under which it will be milled seem to guarantee to this company from the very start a profitable share of the business in this particular line.

The city offices of the company are at No. 5 E. Lexington street.

The establishment of the mill so near Baltimore adds another to the many important enterprises that are seeking this city as their home. The mill will be started on orders within six weeks, and will run day and night, thus giving employment to quite a number of hands.

#### Developing Columbia.

Real estate in the vicinity of Columbia, S. C., is attracting much attention from investors. A dispatch from that city states that a syndicate has been formed to build a town in the southern suburbs to be called "Kleinbeck Park." The property is to be improved, pleasure grounds laid out and possibly a large hotel built for a winter resort as well as an amusement casino.

AT the regular monthly meeting of the Engineering Association of the South, held at Nashville March 8, a paper entitled "Coal-Handling Plant at Pikeville, Tenn.," by J. J. Ormsbee, was read. In condensed shape the facts presented were: "Owing to increasing competition among coal mines and consequent demand for better product, old simple forms of chutes are now being superseded by those in which the coal is thoroughly cleaned and tenderly handled. The mine cars are carried to and from tipples by self-acting creeper chain. Coal is dumped on back tippler, eliminating large amount of breakage of coal usual in old-style tippler. Lump is made over shaking screens, one-and-one-half-inch perforations, inclination one and one-half inches in twelve. Coal is lowered gently into cars by specially designed chute, having had nowhere a direct drop of more than a few inches. Nut and slack are elevated together and separated on shaking screens, one-half-inch perforations, inclination three and three-quarter inches in twelve. Good results are obtained from corrugating these screens. The uniformly-sized slack made by this plant greatly improves physical properties of coke. The use of perforated metal shaking screens, compared with that of bar screens, increases both quantity and quality of salable coal. Capacity 1000 tons per day; cost \$4400; estimated running expenses \$6.00 per day."



## Senator Gorman and Free Coal.

WASHINGTON BUREAU,  
MANUFACTURERS' RECORD,  
ROOM "E," KAPLEY BUILDING,  
March 20.]

There is no question whatever but that substantial, thinking men, both at the North and at the South, are in favor of fairness and consistency in tariff legislation. These are the men whose judgment ought to be relied upon, whose warnings ought to be listened to. The statesman who keeps in touch with this kind of public sentiment is the one who, when the smoke of battle has cleared away and the noise of the "tom-toms" of the demagogues has ceased, will receive the approval of the people of this country.

There is a great deal of meaning in the phrase "business before politics." The true mission of statesmanship is to give to a country such laws as will increase its prosperity. The senator or representative who forgets that this is his chief duty ceases to be a good and faithful servant. The senator or representative who keeps this one idea continuously before him, and who, disregarding the clamor of the ignorant and turning a deaf ear to the importunities of the misguided, hews to the line of his convictions, letting the chips fall where they may, is the man whom the people will learn to trust and believe in. When Arthur P. Gorman declared on the floor of the Senate that "no intimation coming from any quarter, no matter how high or how low, of passing the tariff bill just as it came here from the House of Representatives will ever influence my action in this matter," he took a position which will ultimately come to be considered equally patriotic and courageous; and yet there are papers all over Maryland which, instead of applauding, are condemning him for not listening to the clamor of the ill-advised. Were he to take their advice he would stamp himself as a demagogue, unworthy the confidence either of his own people or of the political party to which he belongs. In order to influence him to do what he did not believe to be right and for the interest of the country, some newspapers have gone so far as to get up petitions requesting the Maryland senators to support the Wilson bill. One of these petitions was procured by the Baltimore Evening News, but was withdrawn after Mr. Gorman declared that he would not be influenced by what others might think or say. But in withdrawing that petition the News, alas, maligned this man, who is honestly serving his State and country, in these words: "Never has a political career of any public man in our State so richly deserved the condemnation of its people."

It is a pitiable state of things when public men are thus censured for doing not only what they themselves conceive to be their duty, but what nine out of ten of the substantial, thinking men of the country endorse. I should rather have the approval of ten well-informed, right-thinking men than that of the 2000 signers of the petition secured by the Baltimore News, a majority of whom are doubtless under the impression that in opposing free coal Mr. Gorman was favoring a tax on the fuel which they use for domestic purposes, forgetting, if they ever knew, that anthracite coal has always been on the free list, and likewise forgetting that there is more extortion practiced every year by the producers and handlers of this household necessity, "free" though it be, than by the producers and handlers of bituminous coal, protected as it is, in a whole generation. Indeed, it is probable that half the clamor for the immediate passage of the Wilson bill in the large cities on the seaboard is due to the idea that free coal will mean cheaper anthracite. Thus we have an example of how utterly unreliable is popular clamor in respect to financial and economic ques-

tions, concerning which the people are as a rule but little enlightened.

In marked contrast with the Baltimore News's denunciation of Senator Gorman is the approval of his course volunteered by what is probably the most impartial and successful and ably-edited afternoon newspaper in this country. I quote what follows from the Washington Star: "The New York Times appears to be very much worried because of the course which is being taken by Senator Gorman with reference to tariff legislation. The Times complains that Senator Gorman 'can apparently see no reason why senators interested in coal mines, or having friends so interested, should not block the progress of a measure, the settlement of which is of the greatest importance to the business of the whole Union, in order to get the advantage for themselves.' Senator Gorman represents in one branch of the national legislature a State that is deeply interested in coal mining, and as a representative of that State and of its commercial sentiment he is doing what he doubtless conceives to be his duty when he endeavors to obtain for his constituents the best possible legislation. He, in common with very many other Americans, is satisfied that American coal should be afforded its share of protection under the conservative and protective measure known as the Wilson bill. It is possible to impute selfish, personal motives, whatever action concerning the coal tariff a legislator may take. If it be a virtue to advocate free coal, so that several Americans of prominence may acquire wealth by the possession and operation of coal mines in Nova Scotia, why should it be a crime for senators to defend the interests which constituents have placed in their keeping?"

It will be observed that the editor of the Star says: "He (Mr. Gorman), in common with very many other Americans, is satisfied that American coal should be afforded its share of protection under the conservative (?) and protective measure known as the Wilson bill," referring to the high protection which that bill gives to certain favored interests. We do not hear any condemnation of the work of those honorable committeemen who granted protection at the very outset to this or that industry. It is only those who ask for amendments which are but fair and equitable who are being denounced. Senator Gorman can well afford to maintain an attitude of the utmost calmness and serenity under criticism so silly and absurd.

The truth is, he and all those other senators who are opposed to an unfair, unequal and unjust tariff bill, and who, with him, are seeking to make it accord with the traditions, principles and pledges of the democratic party, now realize, at least so far as coal is concerned, that "free" coal or any material reduction in the existing duty on bituminous coal will be legislation in the interest of a corporation which was organized for the purpose of securing a monopoly of the New England coal trade. What a sorry spectacle will be presented in case this monopoly shall be created by congressional enactment, when those who are guilty shall try to explain to the people why they voted not for the good of the many, but for the enrichment of the few, and those few the already rich stockholders in the mammoth corporation which has bought up all the coal mines in Nova Scotia with the product of which to run American coals out of New England! One explanation of the unwarranted hue and cry against Mr. Gorman's course is the fact that comparatively few have given this matter serious consideration. Indeed, at the time that the Wilson bill was formulated the real facts in the case were not known.

THOMAS P. GRASTY.

## Competition or Monopoly—Which?

Editor Manufacturers' Record:

In the Wheeling Register of March 13, in which appears my communication proving that free coal or a reduced duty will give to the Dominion Coal Co. a monopoly of the steam-coal trade of New England, there also appears an editorial in which it is admitted that if the figures given by me are correct, there remains no room for further contention. Says the editor: "The whole question now resolves itself into whether Mr. Miller's or the Register's figures are correct."

As the Register has made itself distinctively the champion of the free-coal feature of the Wilson bill, and is the recognized organ of Hon. Wm. L. Wilson, this admission ought to leave no room for doubt in the mind of any senator or representative whether to vote for the monopoly which free coal or a reduced duty will foist upon New England, or to vote for a revenue duty which will insure fair and lively competition. There is now a clearly defined issue, the case being free competition vs. free coal.

As the figures given in my article are those given by President Whitney, of the Dominion Coal Co., to his stockholders, they may be considered indisputable. Therefore, the editor of the Register should have said: "The whole question resolves itself into whether, under the name of tariff reform, Congress shall create a monopoly at the expense of Maryland, West Virginia and Virginia, and in the end at the expense of consumers of steam coal in New England."

M. ERSKINE MILLER.

Staunton, Va., March 14.

## The Sugar Question.

STAUNTON, VA., March 17.

Editor Manufacturers' Record:

Next to finance, sugar is the most important question before the country. It is said more is spent for sugar per capita than for flour in the United States. The raw sugar imported last year cost the importer over \$132,000,000. The same when refined cost the retail dealers over \$178,000,000. At five cents per pound it cost the consumer over \$200,000,000. If this industry (which has grown during the three years past under the bounty act more than in the twenty previous years) is to be crippled or extinguished, it becomes one of national importance.

But above any question of money is the question of honor and good faith. The bounty act reads as follows: "That on and after July 1, 1891, and until July 1, 1905, there shall be paid from any moneys in the treasury not otherwise appropriated, under the provisions of section 3689 of the revised statutes, to the producer of sugar"—(here follows specifications.)

It is claimed that those entering upon the industry under this act are legally and morally entitled to the bounty during the period stated, whatever action is taken by Congress.

Up to now less than \$20,000,000 has been paid, while the reduced cost of sugar and the rapid development of the business has benefited the people ten times this amount.

Beet sugar is supplanting the sugar made from sugar-cane the world over. Already nearly three-fifths of the sugar produced is from beets. Some forty new factories are projected in Germany alone, and as many more in other countries in Europe.

It is the only agricultural product we import from Europe to speak of, while the area upon which we can produce sugar is many times greater than in Europe. Scientific knowledge, with practice, which time, experience and study can alone give, are first required to establish this industry, the most important of all not only to the farmer, merchant and manufacturer, but to

the consumers, for while sugar nominally costs the consumer but five cents per pound, the actual cost can be shown to be double this amount.

Assuming, after study and practice, that we can produce as much sugar per acre as is produced in Germany (viz. 3750 pounds), it would require less than 950,000 acres of land to produce all the sugar we import. But it would take over 35,000,000 acres of land in wheat to pay in exchange for the sugar we import, based on the average yield per acre and the average price the farmer got for his wheat during the past year.

From this data we can form some general conclusions of the waste and loss incurred by importing sugar which we could soon produce ourselves at even less cost than it is produced in Europe. First, there would be saved the use of over 34,000,000 acres of land annually, worth \$2.00 per acre, based on a valuation of \$25.00 per acre, \$85,000,000. Next, the cost of growing one acre of sugar beets will not exceed three acres of wheat, including fertilizer, etc.

We estimate \$6.00 per acre on 32,000,000 acres, \$192,000,000. Total salvage in producing our own sugar instead of wheat to exchange for sugar is \$260,000,000. This brings the cost of sugar to the consumer up to eleven and a-half cents per pound. Other incidental benefits lost might also be added to increase the sum to \$300,000,000 annually, such as the improvement of the land, the larger yield from rotation of crops, the benefit from business given to all other lines of industry, the production of sugar for export to Great Britain and other countries, and other benefits sure to follow the establishment of 1000 beet or cane-sugar factories. There is scarcely a State in the Union which cannot produce either beet or cane sugar.

No question before the country assumes such economic importance. It should be treated from no partisan or penny-wise-pound foolish standpoint, but with reference to developing the industry in the most rapid manner possible, and with regard to securing the highest scientific and practical results.

O. K. LAPHAM.

## Chance to Invest Capital in Naval Stores.

Mr. C. B. Warrant, the authority on naval-stores production, discusses the present situation of the turpentine operators in a letter to the MANUFACTURERS' RECORD. To prevent overproduction and consequently sales at little or no profit, he advises that operators store their crude gum at the still and distill it after the market is reduced to a normal state, thus reducing the output and enabling them to sell at a profit. Regarding storage tanks in which to hold the turpentine until necessity forces consumers to buy at profitable figures, Mr. Warrant writes:

"There is no doubt that there is a golden opportunity for capitalists to find a gilt-edge investment in building tanks which would always have ample quantities of spirits in storage. The usual stock on hand and on ship board amounts to from 8000 to 10,000 barrels. A fraction of one cent per gallon storage charges would pay very handsomely and yield large returns on the investment, as Savannah is and probably always will be the largest naval-stores market in the world."

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.



## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 125.]

## More Baltimore &amp; Ohio Improvements.

Following the announcement that the bridge over the Potomac river and the tunnel at Harper's Ferry are open for travel comes the statement that the Baltimore & Ohio has determined to make extensive improvements on the Baltimore & Ohio Southwestern, its St. Louis division. An idea of the extent of these improvements can be gained when it is said that thirty-three bridges are to be constructed along the road. The contract is one of the largest ever made by this company, involving the expenditure of several hundred thousand dollars. J. B. Pullen, supervisor of bridges and buildings for the Baltimore & Ohio Southwestern, has been at work for several months on plans and diagrams for these bridges, and recently these plans were submitted to the various bridge companies for estimates. It is doubtful if any other railway company controlling as many miles as the Baltimore & Ohio has spent as much money in betterments within the last two years. The management has evidently determined to take advantage of the low prices of material and do all the work possible while the railway supply market continues in its present condition. The reports of the system will soon indicate how the improvement policy will help the Baltimore & Ohio financially, while its foreign stockholders will be pleased to know that their investments are made in a line that is constantly attaining a higher standard of excellence.

As an indication of how the finances of the Baltimore & Ohio are progressing, a statement of the earnings of the road for the year 1893 is being circulated, showing a surplus of over \$1,100,000 available for dividends on the common stock in the year 1894.

## Preparing to Begin Work.

The Lake Superior, Southwestern & Gulf Railroad Co. has taken another important step towards constructing its line. Mr. G. G. Harkness, of the Little Rock (Ark.) Commercial, writes to the MANUFACTURERS' RECORD as follows:

"Vice-President Martin, President Rosenfeld, of the construction company, and Colonel Steadman, chief engineer of the road, have been in Little Rock for the past ten days arranging for terminals and preparing a proposition to submit to the residents of this city. At a recent meeting of the Little Rock Commercial League, Colonel Steadman formally submitted a proposition from his company which is as follows:

"The sum of \$100,000 to be paid the Little Rock Bridge & Terminal Co., to be passed to the credit of the Lake Superior, Southwestern & Gulf road; \$100,000 is to be paid the road one year after its construction. For this amount the company will take the notes of the subscribers and about forty acres of ground upon which to locate the general shops of the company. This proposition met the approval of the citizens, and steps will be immediately taken to get matters into shape. Work on the road will be begun in North Little Rock very soon, and it is expected that that portion of the line between Kansas City and Little Rock will be completed within one year. A contract for 100 miles, beginning from Little Rock, has already been let to Col. J. H. McCarthy, of this city.

"The advantages which will accrue to the city of Little Rock and the State of Arkansas from the construction of this road can hardly be estimated. It will shorten the distance between Kansas City and Little Rock 100 miles; open up the rich mineral fields of Carroll, Boone, Marion,

Baxter, Searcy and Newton counties with their zinc, lead, copper, marble, manganese, bauxite deposits, etc.; it will penetrate a virgin forest of the finest hardwood, comprising oak, hickory, ash and other woods, and it will pass through one of the finest fruit countries in the United States."

## An Important Maryland Enterprise.

A number of New York and New Jersey people are interested in a project to locate a manufacturing town at or near the mouth of the Patuxent river, and to build a railroad line to the river. Some time ago parties in Trenton, N. J., secured a large tract of land on Drum Point harbor with the idea of making a summer resort and manufacturing village of the place. The Baltimore & Drum Point road was to connect it with Baltimore and Washington. The scheme has been lying dormant for some time, but interest in it has been revived by the report obtained on excellent authority that a party of New York people with ample means have secured options on 20,000 acres of land, which include five miles of deep water front on the Patuxent river. It is understood the purchasers intend to place a colony upon the property and to establish several factories, which are to have a railroad outlet by an extension of the Washington & Point Lookout road, a branch of the Baltimore & Ohio, extending at present from Alexandria to Shepherd. The people in the last-named project are understood to be back of the ones who are trying to secure a charter for the Maryland Progressive Improvement Co. from the Maryland legislature. This company is to have \$6,000,000 capital. Frederick Stone, J. Frank Ford and Frank M. Neal, who negotiated the options on the land, are among the incorporators of the new company.

## Will Traverse a Rich Country.

The MANUFACTURERS' RECORD has received the following letter from Chief Engineer Dunn regarding the extension of the Savannah, Americus & Montgomery road to Savannah. The information is of special value to lumbermen and prospectors who desire to secure fine farming land or to engage in fruit-growing:

MACON, DUBLIN & SAVANNAH RAILROAD CO.  
MACON, GA., March 12.

Editor Manufacturers' Record:

The prospects for the extension of this company's line from Dublin to Savannah during the present year are promising. According to our surveys the length of the line is 113 miles, but we are not yet definite as to adopting this line.

The territory we propose to develop includes a fine body of virgin pine timber, and has already demonstrated its adaptability to the growth of Sea Island cotton, and is now furnishing large quantities of naval stores. It is an excellent fruit country, and its development in this respect is looked forward to as an encouraging prospect for settlers.

D. B. DUNN,  
Chief Engineer and Superintendent.

## The Rate Trouble Settled.

The Louisville & Nashville management has changed its determination to withdraw from the Southern Railway and Steamship Association and will remain a member with the understanding that freight rates are to be restored to the regular basis. The association has promised to rigidly investigate the charges of secret rate cutting and to take prompt measures to permanently stop it. The vigorous action of the Louisville & Nashville has given the association an idea of the blow which the railroad could deal by withdrawing permanently and cutting rates, and it is safe to say that the different railroads in membership will stand by their agreements more firmly than ever in the future. The recent cut in rates has been a severe lesson

which will not be soon forgotten whether the Louisville & Nashville's charges are true or not.

## Another Florida Road.

A company has been incorporated at Plant City, Fla., to build a road from that point to Lake Worth, on the eastern coast. It is to be called the Plant City, Okeechobee & Lake Worth, and if constructed will traverse a section of southern and southeastern Florida at present but little known, and where there are no other lines at present of importance. As the South Florida Railway, a part of the Flagler system, extends to Plant City, and the Jacksonville, St. Augustine & Indian River, another Flagler, is being completed to Lake Worth, it is possible that the new road is another scheme of the Plant-Flagler people to develop the section of Florida referred to. The officers of the new company are T. B. Mills, president; C. W. Stevens, vice-president; G. B. Baker, secretary and manager. The route is about 140 miles long.

## Still Another Mexican Line.

Another important move in increasing shipments of Western products by way of gulf ports is to be taken by the establishment of a line of vessels between Mobile and Tampico, Mexico. The company interested is termed the New York, Mobile & Mexico Steamship Co. The Mobile & Ohio and Louisville & Nashville people have taken a deep interest in the project, and a conference was recently held in St. Louis which was attended by representatives of the steamship company and of the two railway lines, also of the Baltimore & Ohio Southwestern. The plan is to make shipments over the Louisville & Nashville and Mobile & Ohio to Mobile, thence by ship to Tampico.

## Working on the Gulf &amp; Interstate.

The first step in the actual construction of the Gulf & Interstate road, projected from Galveston bay to the Dakotas, has been taken. C. J. Jones, superintendent of construction, has begun work at Port Bolivar, on Galveston bay, with four grading machines and a force of workmen. He announces that three surveying parties will be put in the field.

## Must Pay Increased Taxes.

By a decision of Judge Simonton in the United States Circuit Court of South Carolina the railway companies of that State will be compelled to pay the increased assessment on their property made in 1893 by the State board of equalization. In many instances the assessments were largely increased, and the companies brought suit to test the legality of the assessment.

## Electric Railway Circuits.

"The Importance of Complete Metallic Circuits for Electric Railways" is the title of a paper read before the National Electric Light Association at its convention held in Washington on February 28 and March 1. The paper was read by Mr. J. H. Vail, president of the Electrical & Mechanical Engineering & Trading Co., of New York city, and to those interested in electric railways it is of great interest, conveying as it does some valuable points on electric circuits. The progress of the single and double trolley systems and the action of the electric current on underground gas and water pipes is given careful attention, many results of experience being cited. Mr. Vail, after a careful analysis of the entire matter, recommends the adoption of the complete metallic circuit as the standard for the best electric railway practice, and he considers that the complete circuit can be best obtained by bonding the track so as to render the rail joints of as low resistance and nearly equal conductivity to the rails as possible, and to

execute this work so as to maintain this improved condition; also the track system must be supplied with insulated feeders leading direct from the bus bars in the station to predetermined points of the track system, and thus offer a perfect low resistance path for this side of the electric circuit, the same as is obtained with the trolley line and the overhead system.

The only proper system is one that affords a well-insulated and complete metallic circuit of low resistance; that will give ample path for the complete unrestricted circulation of the entire current from pole to pole of the dynamo, thus offering no inducement for the current to follow such conductors as gas or water pipes, but, as it were, actually robbing the earth of any desire to carry the current. The paper as read by Mr. Vail has been reproduced by the National Electric Light Association of New York, which will send copies to those interested.

## Railroad Notes.

MR. HENRY B. KING has been re-elected president of the Augusta & Knoxville Railway Co.

THE Atlantic Coast line has just built at Washington, N. C., a steamer called the Aurora, which will be one of a line of steamers belonging to the Styron Transportation Co., to run between Washington, N. C., and eastern North Carolina.

THE Virginia Midland will add eight 10-wheel locomotives to its rolling stock. They are of the most modern type and weigh 201,000 pounds each.

WILLIAM STEWART TODD, of New York, representing bondholders, has purchased the Kentucky Union Railroad, which is 110 miles long, extending from Lexington to Jackson, Ky. The sale was made by order of the court.

THE Mobile & Girard road has been ordered sold at foreclosure sale in Girard in September next unless the interest and principal on first mortgage bonds, amounting to \$1,109,000, is paid before that time.

AT the annual meeting of the Atlanta & Charlotte Air Line, held in New York, the following-named officers were chosen: Eugene Kelly, re-elected president; George Sherman, elected treasurer, and William Wilmer, secretary.

ROBERT GILL has been appointed receiver for the Northeast Electric Railway Co. at Kansas City, Mo.

THE Hot Springs Railroad stockholders have elected the following-named officers: President, E. M. Dicky; vice-president and treasurer, J. Morton, Chicago; secretary, Fred A. Bill.

SEVERAL reports have been sent out by telegraph recently that the Kansas City, Osceola & Southern road was to be extended from its present southern terminus into Arkansas. The MANUFACTURERS' RECORD is authorized to make the statement by President Miller, of this road, that the reports are erroneous.

THE Shenandoah Valley division of the Norfolk & Western Railroad is receiving a number of new compound freight and passenger engines which will be put in service at once. The traffic on that division is increasing.

It is stated that as a result of the recent visit of Colorado capitalists to Galveston the Mallory Line of steamships has made a traffic agreement with the Denver & Gulf Railway Co. The Mallory Line is one of the most important plying between New York and Galveston, and if the reported contract is made it will greatly increase the shipping business at Galveston and enlarge the traffic of the Denver & Gulf line.

EDMUND ZACHER, of New Haven, Conn., has been appointed temporary receiver of the Newport News & Mississippi Valley. It is understood this is in accordance with the action of C. P. Huntington.



## SOUTHERN TEXTILE INTERESTS.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 123 and 124.]

## NEW ENGLAND MOVING SOUTH.

Great Cotton Mills to Be Built South to Compete with Southern Mills.

An Interview with a Leading Northern Cotton Manufacturer.

The MANUFACTURERS' RECORD learns from good sources that in addition to the Massachusetts Mills, of Lowell; the Dwight Co., of Chicopee, Mass.; the Otes Co., of Ware, Mass., and Bliss, Fabian & Co., of New York, all of whom have been mentioned as intending to build large cotton mills in the South, that a number of other New England concerns will follow their example. These companies have decided that it is absolutely necessary to build mills South in order to compete in the manufacture of coarse goods, but they believe that they can hold on to their fine-goods trade in New England. The mills to be built by the four concerns mentioned above will probably represent an aggregate cost of at least \$2,500,000 to \$3,000,000. They will be very large, will have every modern improvement in construction and equipment and will take all of their skilled help from New England. A large cotton manufacturer in discussing this movement said that the building of these mills would force upon Southern cotton manufacturers sharper competition than they have ever had. "These mills," said he, "will be about the largest and most complete ever built in the South; they will have an abundance of capital and the benefit of all the experience of help trained for years in their Northern mills. They are going South determined, if possible, to control the coarse-goods trade, and they will have many advantages in their favor." This will open up an interesting question. The big mills of the South will be able to hold their own in competition, but it will be necessary for the smaller mills to put themselves in position by good equipment and reduced cost of production to meet the coming competition of these New England giants. It is said that these new concerns will have at least 50,000 spindles each. While these companies are saying very little about their intentions, our informant states that they are looking for locations and will build during this period of depression in order to be ready for the return of good times.

## It Is an Industrial Awakening.

The exhaustive article on the present condition of Southern cotton-manufacturing industries which recently appeared in the MANUFACTURERS' RECORD has attracted much attention in the North, but especially New England. In commenting on it the Boston Post says:

"One of the signs of returning prosperity is the awakening of the Southern industrial boom. It does not come in the form of land speculation, as a few years ago, with not altogether fortunate consequences, but in that of the enlargement of manufacturing industries and transportation facilities. Factories and railroads, water works, electrical plants and other enterprises betokening commercial movement are multiplying and extending. The showing in connection with the cotton manufacture is sufficiently significant. An increase of 200,000 spindles last year, with half as many more to be added by mills now projected, is a notable growth. And not even Fall River can make a better exhibit of the rewards of industry than that which is presented by the average of nearly 9 per cent. dividends by the Southern cotton mills, reaching up in one instance to 20 per cent."

## New Mill Company Organizes.

The stockholders of the new Tuscan Mill Co., which was chartered several weeks ago, met at Whitney, S. C., on the 17th inst. and elected the following directors: D. C. Converse, of Clifton; John H. Montgomery, of Pacolet; C. E. Fleming, of Whitney; John B. Cleveland, receiver of Augusta & Spartanburg Railroad; T. E. Moore, of Welford, and John C. Agurs, of Chester, S. C. At a meeting of the directors C. E. Fleming was chosen president and treasurer. This is a very strong board, and is said to command the confidence and respect of the entire county. It furthermore insures the success of the enterprise. The capital stock is \$150,000, with the privilege of increasing to \$500,000, and subscriptions to same are now being received. The company owns 215 acres of land, a waterfall of fifty-four feet and a horse-power equal to 1200, and proposes to manufacture fine goods in a 10,000-spindle mill. The property is put in at a very low cost and has exceptional advantages for building and running a mill.

## The Cotton Crop.

The movement since September 1 shows receipts at all United States ports of 5,354,041, against 4,415,931 last year and 6,325,998 the year before; overland across the Mississippi, Ohio and Potomac rivers to Northern mills and Canada, 645,091, against 743,429 and 1,068,030; interior stocks in excess of those held at the close of the commercial year, 222,207, against 283,002 and 386,559; Southern mill takings, 506,596, against 487,964 and 448,280.

Foreign exports for the week have been 65,513, against 71,640 last year, making the total thus far for the season 4,252,865, against 3,248,221 last year, or an increase of 1,004,644.

Northern mill takings for the past seven days show a decrease of 7252 as compared with the corresponding period last year, and the total takings since September 1 have decreased 291,959. The total takings of American mills North and South and Canada thus far for the season have been 1,669,956, against 1,946,695 last year. These include 1,143,316 by Northern spinners, against 1,435,275.

## COTTON IN SIGHT.

(Including movement in three years from September 1 to March 16, inclusive.)

	This Year.	Last Year.	Year Before.
Receipts at ports since September 1.....	5,354,041	4,415,931	6,325,998
Overland to mills and Canada—net.....	645,091	743,429	1,068,030
Interior stocks in excess of Sept. 1.....	222,207	283,002	386,559
Southern mills takings, less consumed at Southern ports included in port receipts.....	506,596	487,964	448,280
Total in sight.....	6,727,935	5,930,326	8,223,867
Per cent. of crop in sight.....	88.51	91.02	91.02
Brought into sight after March 16.....	770,039	811,512	811,512
Total crop.....	6,700,365	9,035,379	9,035,379

\*Based on twenty-four leading interior towns reported to the exchanges, and also stocks at Houston, Texas, Griffin, West Point and Athens, Ga., and Meridian, Miss.

## MOVEMENT AFTER MARCH 16 LAST YEAR AND YEAR BEFORE.

	Last Year.	Year Before.
Port receipts.....	672,461	811,902
Overland to mills direct.....	168,717	185,530
Southern mills takings from interior direct.....	211,863	200,639
Total.....	1,053,041	1,198,071
Less interior towns' stocks from this year's crop in sight on March 16.....	283,002	386,559
Amount brought into sight after March 16.....	770,039	811,512
Per cent. of crop brought into sight after March 16.....	11.49	8.98

Above figures show movement to Northern mills according to system of counting all transit cotton between the ports as having gone to the mills.

## SUPPLY AND DISTRIBUTION OF COTTON.

	This Year.	Last Year.
Supply:		
Amount brought into sight during 197 days of season.....	6,727,935	5,930,326
Stocks at ports and 29 principal interior towns left over from last crop.....	309,956	532,951
Total supply during 197 days.....	7,037,891	6,463,277
Distribution:		
Exports to Great Britain.....	2,407,586	1,727,651
Exports to France.....	539,219	400,330
Exports to Continent, etc.....	1,296,385	1,060,234
Exports to channel.....	9,681	.....
Total exports 197 days of season.....	4,252,865	3,248,221
Amer. spinners' takings:		
North.....	1,143,316	1,435,275
South.....	526,640	511,420
Total domestic spinners' takings.....	1,669,956	1,946,695
Burned.....	886	20
Stock at U. S. ports Mar. 16.....	524,672	871,600
Stocks at interior towns.....	283,002	386,559
Total American stocks.....	1,114,204	1,268,341
Total distribution.....	7,037,891	6,463,277

Net overland for this week this year.....	9,486
Net overland for this week last year.....	7,762
Net overland for this week year before last.....	33,877
Net overland thus far for month this year.....	24,530
Net overland thus far for month last year.....	32,543
Net overland thus far for month year before last.....	67,552
Brought into sight this week.....	71,410
Brought into sight same seven days last year.....	60,829
Brought into sight same seven days year before last.....	114,242
Brought into sight 16 days of March this year.....	174,239
Brought into sight 16 days of March last year.....	155,973
Brought into sight 16 days of March year before last.....	266,913
Northern spinners' takings this week.....	10,785
Northern spinners' takings same seven days last year.....	18,037
Increase in amount of crop brought into sight to date over last year.....	797,609
Decrease in amount of crop brought into sight to date under year before last.....	1,495,932
Increase in supply since September 1 over last year.....	574,614
Increase in foreign exports since September 1 last year.....	1,004,644
Decrease in American spinners' takings since September 1 under last year.....	276,739
Decrease in American stocks under last year.....	154,137

\*Including 341 plus correction.

## Insurance for Southern Cotton Mills.

The subject of fire insurance for the cotton mills of the South is one that is attracting some attention. A suggestion has been made that the members of the recently organized Southern Cotton Spinners' Association form amongst themselves a mutual company. It would be well for the association to give this suggestion some consideration.

## Notes.

THE board of directors of the new Dunkirk Cotton Manufacturing Co., at Edgefield, S. C., will soon hold a meeting and take some decided steps toward the beginning of work on the plant. Mr. G. D. Mims is interested.

THE Buena Vista (Va.) Cassimere Mill is now running on double time to fill recent contracts for 15,000 yards of cadet cloth in Baltimore, Philadelphia and Cincinnati.

THE Rock Hill (S. C.) Cotton Factory has shut down to put in the new looms recently decided upon, and will resume in a few days, making cloth and using its own yarn.

CARLOADS of machinery are arriving daily for the new Courtenay mill now building at Newry, S. C. Heating and ventilating apparatus and other modern improvements are now being put in the building, and manufacturing is expected to commence in May.

THE stockholders of the Caraleigh Cotton Mills, of Raleigh, N. C., held a meeting last week and re-elected William G. Upchurch, president. Order was given to add to the company's mill 3000 new spindles and 100 looms, making in all 7600 spindles and 270 looms. This plant has

been in operation only a year or so, but has proven very successful.

THE stockholders of the Lynchburg (Va.) Cotton Mill Co. held a meeting last week and authorized the directors to make the new issue of preferred stock bear 8 per cent. interest instead of 6 per cent. Nearly three-fourths of the \$100,000 preferred stock has already been subscribed.

THE Southern Cotton Spinners' Association will hold a meeting at Charlotte, N. C., on March 27 for the transaction of important business. Mr. C. H. Franklin, of Union Springs, Ala., is president of the association.

BOOKS of subscription have been opened to the stock of the Abbeville (S. C.) Cotton Mill Co., which was granted incorporation papers last week. Every indication is for the success of this project very soon. Mr. J. C. Klugh is secretary of the executive committee.

MR. D. E. MCGAW, of Augusta, Ga., will take charge of the Phoenix Manufacturing Co.'s mills at Nashville, Tenn.

THE Lanett Cotton Mill, at West Point, Ga., is rapidly approaching completion, as the machinery is now being placed, and operations are expected to commence next month.

A COTTON mill is proposed at Jackson, Tenn., and the Board of Trade is now in correspondence with Eastern capitalists, with whose co-operation a \$225,000 plant may be located.

THE Little Rock (Ark.) Cotton Mill has been sold to Mr. Maxwell Coffin and his associates, said to be Eastern capitalists. The price paid was \$30,000, and the purchasers intend to make arrangements for putting the plant in operation.

THE Camden Cotton Mills, Camden, S. C., has its building and tenement-houses all completed, and efforts will very probably shortly be made to make financial arrangements for putting in the equipment of machinery. It is proposed to put in 12,000 spindles and 350 looms, which is the equipment noted in our cotton-mill list published several weeks ago. The machinery has not yet been ordered.

THE Tennessee Woolen Mills, at McMinnville, Tenn., held its annual meeting of stockholders on March 16. Business for the past year was reported as very good, and prospects for the ensuing year are also good. The plant was run night and day from May to December, and a good dividend has been declared. Mr. B. E. Cantrell is secretary and treasurer; Geo. E. Cartwright, general manager.

It is proposed to establish a cotton mill at Lake City, Fla., and the Lake City Manufacturing Co., which has been chartered, will be organized on a co-operative plan to erect and operate it. The capital stock is placed at \$100,000, and subscriptions are now being solicited. Mr. Geo. R. Latham, of Buckhannon, W. Va., furnishes information regarding this matter.

## An Important Work Completed.

The work of dredging a ship channel eighteen feet deep at low tide in St. John's river, from Jacksonville to the sea, has been completed, and vessels drawing seventeen feet and over can come up to the city. Duval county paid for the work, which has cost \$300,000. It will be of great benefit to the city and county in developing trade by water, and will tend to increase the city's growth.

## Another Business League.

Over 200 business men of Knoxville, Tenn., have pledged themselves to join the proposed Young Men's Business League, which is to have for its principal object the general advancement of that city's interests. A committee on organization has been appointed and it is expected to be fully organized for work in a few days.



## FINANCIAL NEWS.

## Cured the Inflation.

The following paragraph in the London Financial Times shows that the important changes in Southern conditions made within the last year are at last attracting the attention of the people across the water:

"The period of depression which, in common with the rest of the United States, the Southern sections of the Union have passed through has not been altogether an evil, for it has effectually cured the speculative inflation that has been the curse of the South, and from which British investors have suffered not a little. Despite the badness of trade, steady and substantial progress was made last year in several directions."

## Millions for New Orleans.

A New York dispatch states that the banking-house of J. & W. Seligman intends forming a syndicate to invest \$4,000,000 in New Orleans Traction Co. securities. This is supposed to mean a controlling interest in the company.

## New Financial Institutions.

The Bank of Boonsboro, Md., is to be a State institution with \$25,000 capital. R. J. Shafer and K. W. Lakin are among the incorporators.

John G. Wehage and John F. Weyler are interested in a company to establish a State bank in Baltimore, Md., with \$250,000 capital, to be known as the Monumental Bank.

The Economical Building and Loan Association has been chartered at Orangeburg, S. C., with \$200,000 capital by A. G. Wannamaker and others.

A dispatch from Llano, Texas, states that a new bank may be opened there by W. O. Richardson, of Marble Falls, Texas.

The People's National Bank has been organized at Colorado, Texas, with J. S. McCall, president; J. B. Slaughter, vice-president, and \$50,000 capital.

The Mercantile Insurance Agency of Richmond, Va., has been chartered at Richmond, Va. T. H. Ellett is president; C. M. Ferrell, vice-president, and Thomas H. Fox, secretary.

John Oliver and William T. Ashford, of Atlanta, are interested in a company which proposes to buy and sell real estate, securities, etc., under the title of the Atlanta Discount Co. The capital is to be \$25,000.

The Clinton County Building and Loan Association has been incorporated at Plattsburg, Mo., with \$200,000 capital.

A movement is under way to organize a bank at Burlington, N. C. W. H. Carroll and C. A. Bray are among those interested.

The First National Bank of Wadesboro, N. C., recently opened, has \$50,000 capital. James A. Leak is president; Charles M. Burns, vice-president, and S. W. Norwood, cashier.

The Jefferson Insurance Co. has been chartered at Charlottesville, Va., with \$100,000 capital. C. G. Mappis is president, and James Hunter, of Washington, D. C., secretary.

Cashier McCandlish, of the Davis National Bank of Piedmont, W. Va., and J. L. Jordan, of Brunswick, are among those interested in organizing a national bank at Brunswick, Md.

The Mutual Permanent Building and Loan Association has been organized by Gottlieb Reiner and others at Baltimore with \$200,000 capital.

A branch of the Columbian Building & Loan Association has been established in Roanoke, Va., with S. S. Brooke, president, and E. B. Spencer, Jr., secretary.

## New Bond and Stock Issues.

The city of Winchester, Va., will issue \$15,000 bonds for the purpose of extending its water-works system.

Bids are about to be solicited for purchasing \$104,000 worth of 4½ per cent. bonds of Augusta, Ga., issued for refunding purposes.

The Bank of Johnston, S. C., has decided to increase its capital to \$60,000. It started with \$10,000, but raised that sum to \$30,000.

Messrs. Alexander Brown & Sons, of Baltimore, offer to sell \$500,000 worth of 5 per cent. bonds of the City & Suburban Railway Co., running thirty years.

The Columbian Building & Loan Association of Richmond, Va., has decided to increase its capital from \$500,000 to \$1,000,000.

An issue of \$60,000 in bonds of McDowell county, W. Va., has been taken by a Chicago firm at 102. They are for improvement purposes.

Bonds of Barnesville, Ga., to the amount of \$20,000, issued for water works, have been sold to outside parties.

## Interest and Dividends.

The Hopkins Place Savings Bank of Baltimore has declared an extra dividend of 1 per cent. in addition to the 3 per cent. annual dividend.

The Farmers' Bank of Edgefield, S. C., has declared a dividend of 8 per cent. for the year ending March 10.

The Commercial Building Co. of St. Louis has declared a dividend of 1½ per cent.

## Failures and Suspensions.

Messrs. Scales, Stockell & Waller, hardware and vehicle dealers at Nashville, Tenn., have assigned to J. S. Pilcher. The assets are \$12,000 and liabilities estimated at \$20,000.

The Bank of Chester, S. C., has made an assignment to J. J. Hemphill and J. L. Glenn. Its capital is \$75,000, but \$20,000 of its assets are in Chester & Lenoir Railroad bonds, which at present cannot be converted into cash except at a great sacrifice.

The Lazear Glass Works, at Lazearville, W. Va., it is reported, has made an assignment. Henry Ulrich, of Wheeling, is president.

The Caro Furniture & Carpet Co., at Kansas City, Mo., has suspended business. Its assets are estimated at \$12,500.

Dennis Nelligan has been appointed receiver for the dry-goods firm of W. C. Lyons & Co., at Macon, Ga. Liabilities are estimated at \$18,000 and assets at \$40,000. Mr. Lyons states that he had a receiver appointed owing to alleged false reports sent out affecting the firm's credit.

Johnston Bros. & Co., of Washington, D. C., grocers, have made an assignment. The liabilities are estimated at \$40,000. Edwin B. Hay is assignee.

The Spencer Medicine Co., of Chattanooga, Tenn., has made a deed of trust to G. N. Henson, with liabilities of \$11,000 and assets \$50,000. Trouble among the directors, it is stated, has caused the action to be taken.

## Financial Notes.

R. S. LEGATE has been appointed receiver of the Denison (Texas) Belt Railway Co. and the Denison Land & Improvement Co.

MR. A. L. WHITE has been elected cashier of the Merchants and Farmers' Bank of Spartanburg, S. C., in place of L. C. Cannon, resigned.

THE Raleigh (N. C.) Wagon Works have earned a profit of 9 per cent. from the business for the past nine months.

COMPTROLLER ECKELS has authorized the First National Bank at Orlando, Fla., to reopen for business, provided it complies with certain conditions within sixty days. The bank suspended during the money stringency in 1893.

THE city of Lexington, Ky., will cancel \$10,000 worth of 1882 refunding bonds and has issued a call for them.

## PHOSPHATES.

## Phosphate in South Georgia.

Experts have begun making an examination of what are reported to be extensive deposits of phosphate in southern Georgia, especially in Decatur county. At different periods discoveries have been made in this section; the present is the first thorough examination. The State authorities are conducting it. Mr. Veates, State geologist, Atlanta, is having the surveys made.

## Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, March 22.

In the local phosphate market the conditions remain unchanged, and during the week the business has been light, with manufacturers generally out of the market. The advices from producing points represent a vigorous development of territory both in South Carolina and Florida, with prices generally very firm. The receipts of phosphate in the local market during the week were as follows: Schooners Nellie W. Howlett, from Charleston, S. C., with 825 tons, and Susan B. Ray and Margaret A. May, from Ashley river, the former with 610 tons and the latter with 500 tons. The charters reported are the schooners M. L. Wood, Charleston to Baltimore, and two other vessels not named from Ashley river to Baltimore. The general market closes very steady, with no change in values. We quote South Carolina rock \$5.00 for Charleston, \$4.75 for Ashley river and \$5.00 to \$5.25 for Ashpoo, S. C., all f. o. b. Florida rock is firm at \$5.25 to \$5.50 for 60 per cent. river pebble, \$5.50 to \$6.00 for 65 per cent. and \$6.25 to \$6.50 for 70 per cent., all f. o. b. Charlotte Harbor or Tampa.

## FERTILIZER INGREDIENTS.

The market for ammoniates has been easy and lower during the past week, and the demand only moderate. Tankage 9 and 20 is now quoted \$2.10 and 10 cents, and blood is steady at \$2.50. Nitrate of soda is firm and advancing, with a good demand.

The following table represents the prices current at this date:

Sulphate of ammonia.....	\$ 3 75@ \$4 00
Nitrate of soda.....	2 12½@ 2 25
Hoof meal.....	2 35@ —
Blood.....	2 50@ —
Azotine (feed).....	2 45@ 2 50
Azotine (pork).....	2 45@ 2 50
Tankage (concentrated).....	2 30@ 2 35
Tankage (9 and 20).....	\$2 10 and 10 cts.
Tankage (7 and 30).....	19 00@ 20 00
Fish (dry).....	26 00@ 27 50
Fish (acid).....	18 00@ 20 00

CHARLESTON, S. C., March 20.

Trade in phosphate circles was quiet during past week, few contracts being completed and coastwise shipments being light. The local consumers are holding off, but the feeling is general that a good demand will be made upon the rock producers this season. Inquiries from coastwise and abroad are numerous. Mining continues active among the land miners. The river miners are getting back into the field gradually. The Coosaw and Beaufort Mining Companies have lately put part of their plants to work. Prices quoted are about the same—\$4.50 crude, \$5.00 to \$5.25 hot-air-dried, \$7.50 ground rock f. o. b. Charleston. The coastwise shipments for the week were: Per schooners D. K. Baker, 800 tons, for Barren Island; Susan B. Ray, 600 tons, for Baltimore; Nellie W. Howlett, 800 tons, for Baltimore; while in port and loading are the Spartan, 900 tons, for New York, and E. G. Height, 700 tons, for Baltimore.

## Phosphate and Fertilizer Notes.

A MEETING of phosphate miners was held at the Board of Trade rooms at Jacksonville, Fla., on 13th inst. pursuant to a call for a convention previously issued. The meeting was called to order by Mr. A. B. Campbell, president of the Board of Trade, after which Dr. Henry Robinson was

elected chairman and Mr. Charles H. Smith, secretary. The representatives present entered into a discussion of rates and transportation of phosphate to points of shipment. President Campbell regretted that the convention was not more largely attended and expressed a hope that some action would be taken that would result in getting all the phosphate men in the State interested. After a free discussion on the subject before the meeting, it was deemed advisable to take no definite action, as so few were present. On motion of Mr. A. B. Campbell a committee of five was appointed by the chair to draw up suitable resolutions and arrange for a meeting of all phosphate men of the State to be held at some place to be selected by the committee, and to have full charge of the entire matter. The committee appointed consisted of the following representative miners: W. N. Camp, of the Camp Phosphate Co.; T. E. F. Grosswendt, of the Hamburg Phosphate Co.; S. B. Hubbard, of the National Peace River Phosphate Co.; and J. Alexander Little, of the Victoria Phosphate Co. On motion the convention adjourned. After adjournment the committee held its first meeting, at which they fully discussed their future plan of operation. A second convention will be held at the Board of Trade rooms in Jacksonville on April 10 for the purpose of adopting such measures as are deemed advisable for placing the phosphate industry on a more satisfactory basis.

THE Georgia Pyrite Phosphate Co. is mining a very rich territory near Elmwood, in Marion county, Fla. It is taking out seventy-five to 100 tons a day.

THE Brunswick Terminal Co., of Brunswick, Ga., shipped on the 11th inst. 1997 tons of phosphate per steamship Capulet for London, and 2006 tons per steamship Tynehead for Bremen.

THE president and manager of the Virginia-Florida Phosphate Co. and the manager of the National Peace River Phosphate Co. recently visited Punta Gorda, Fla., to examine its facilities for handling phosphate shipments. The examination was quite satisfactory, and it is stated that shipments of phosphate by these companies may be hereafter made from that port.

THE Merrill-Stevens Engineering Co., of Jacksonville, Fla., is building two phosphate driers for the Land Pebble Phosphate Co., of Pebble, near Bartow. The driers are thirty-five feet long, and will have a capacity of turning out 200 tons of dried phosphate a day. It is also building another of the same dimensions for the Foote Commercial Co., of Bartow, Fla.

THE Anglo-Continental (late Ohlendorf's) Guano Works have recently issued from their London agency a circular for 1893. The phosphate market is carefully reviewed and the production, exports and imports of various countries given in detail. Of the general phosphate market the circular says: "The market has entirely changed during the last twelve months, and we have to record an improvement (f from 1d. to 2d. per unit for almost all classes of phosphate. Consumption in America, as well as in Europe, has increased again the smaller production of high-class Somme phosphate, as well as that of the Aruba and other mines, and has enabled the Florida hard-rock mines to keep fully employed, and the sudden stoppage in the production of river phosphate in South Carolina has helped the Florida river and pebble mines to dispose of a larger output at remunerative prices. In South Carolina the production of river phosphate was during 1892-93 250,000 tons, as against 156,000 tons during 1891-92, but during the former year only 182,000 tons were shipped to Europe, the remainder being consumed in America. Although the mines which we represent have been working for some time, and now that the



question of reduced royalty is settled, other mines are making an effort to recommence working, it seems it will be May or June until all the mines are in full swing again. We are therefore of opinion that the stoppage through the cyclone will cause a short production of over 100,000 tons. It is said that the contracts of fully 50,000 tons of river phosphate have to be first fulfilled before the mines can sell afresh, so that certainly very little phosphate will be available during the coming season." The importation of phosphate into the United Kingdom during the year 1893 from various countries is given as follows: Florida, 69,759 tons; South Carolina, 126,734 tons; British West Indies, 7690 tons; Dutch West Indies, 5636 tons; Hayti, 705 tons; Venezuela, 920 tons; British North America, 5068 tons; France, 35,136 tons; Belgium and Holland, 68,424 tons; Algeria, 3069 tons, and other countries 386 tons, making a total of 323,527 tons, against 314,180 tons for the year 1892.

THE National Peace River Phosphate Co.'s mines in the vicinity of Bowling Green, Fla., under Capt. R. N. Ellis, its general manager, are turning out a large amount of phosphate. The United States Phosphate Co.'s mines, three miles north of Bowling Green, are also being successfully developed.

THE steamship Red Jacket cleared from Fernandina last week with 2555 tons of phosphate for Hamburg from the Anglo-Continental Guano Works. The steamships King Alfred and Arop and the Austrian bark Leda are now loading phosphate for United Kingdom and Continent.

THE Suwannee River Railway was opened on the 12th inst., and the phosphate is being rapidly shipped from the Ocala and Blue river mines in Florida. Connections have been made with the Florida Central & Peninsular for Luraville and all points on the Suwannee river. It is rumored that the Florida Central & Peninsular will run a special train from Ellaville to Fernandina to handle the phosphate and lumber.

MR. J. W. BURKE, the general manager of the Florida (Limited) phosphate mine at Anita, in Citrus county, Fla., has completed a portion of his plant, and will commence active work at once. The entire plant will be completed within a month, when it is expected to take out about 100 tons of phosphate a day.

THE Belle Phosphate Co., of Polk county, is now getting its works in good shape for future operations. It has already commenced mining in a small way to test its machinery, taking out about 500 tons of pebble. This company has a finely-equipped plant and plenty of high-grade pebble, while it also has what is claimed to be one of the best deposits of soft phosphate in the State, which will be very valuable when better transportation facilities are afforded.

At the port of Punta Gorda the present maximum depth of water is twenty-three feet, and vessels loaded with phosphate rock have crossed the bar drawing twenty-one and a-half feet.

#### Texas Cities Want Buildings.

At present three buildings are proposed in as many Texas cities which, when completed, will be among the finest in the South. The office building which a company in Houston proposes to erect is to cost \$200,000, to be fire-proof and to be modern in every respect. Outside investors believe San Antonio would be a desirable spot for constructing a hotel and business block combined, to be at least ten stories high, while Galveston people are considering plans for a combined theatre and hotel to cost \$100,000. The three buildings all told will cost over \$500,000, and will be worthy monuments of Texas enterprise.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

### The Markets for Cottonseed Products.

NEW YORK, March 20.

Since our last report our cottonseed-oil market has declined one-half cent, but there has been some improvement in the tone of the market, owing to the presence of some larger export orders. These orders, while they were a cent or two below ruling prices, and therefore did not lead to any business, were at the same time a reminder that cottonseed oil, because of its low price, is meeting a broader demand, and that any further decline would likely lead to heavy export purchases.

At the South there appears to be no improvement, and in the Atlantic States especially an increasing number of mills are now willing to sell prime crude at 21 cents loose, which has been the bidding price for the past ten days.

With hog receipts at the West largely in excess of last year, lard-refiners are indifferent buyers of cottonseed oil, and the demand for butterine purposes is still dormant. It is, of course, well to bear in mind that in the present price of oil the slackness of demand from the latter two sources has been practically discounted, and it is doubtful whether a further decline in lard would have any material effect on the price of cottonseed oil. As for the so-called "butter oils," they have never been so cheap as now, and should certainly prove tempting to the speculative purchaser.

Sales of prime crude barreled on the spot have ranged between 25½ and 26½ cents, prime summer yellow between 30 and 31 cents.

The following quotations are for spot lots in barrels: Prime crude, 25½ to 26 cents; off crude, 24 to 25 cents; prime summer yellow, 30 to 30½ cents; off summer yellow, 29½ to 30½ cents; prime summer white, 34 cents; prime winter white, 36 cents; prime winter yellow, 35 cents; choice summer yellow, butter oils, 32 cents. Soap stock offered at 1¼ cents per pound. Cottonseed meal ex dock here \$22.50, and for all-rail shipment from the West at \$23.25 New York points per ton of 2000 pounds.

ELBERT & GARDNER.

NEW ORLEANS, March 19.

The New Orleans cottonseed-product market for the past week has been extremely dull in all its departments. Buyers of oil still continue indifferent, and the continual cheaping of hog products, with almost no foreign demand, show no prospect at present of a change for the better. Crude is freely offered by the mills with no takers. We quote refined oil in barrels at 31 to 32 cents, according to quality; prime crude loose, 22 to 23 cents; prime meal jobbing at depot in carload lots, \$19.50 to \$20.00 per ton of 2000 pounds; prime meal for export, \$21.75 to \$22.00 per ton of 2240 pounds; cake, same as meal; foots, 1½ to 1¾ cents; soap stock, 1½ to 1¾ cents; linters—A, 3½ to 3¾ cents; B, 3 to 3½ cents; C, 2½ to 2¾ cents, according to style.

JAS. RAINEY & CO.

ROTTERDAM, March 5.

The market for refined cottonseed oil remains very dull in our country, and if one wishes to sell he is obliged to sell at cheap prices. The prices of all kinds of oil are declining now, and the position of all grease articles is not very satisfactory. The demand for butterine remains very unsatisfactory. The weather has not been cold this winter. The consequence of this fact is that not much cotton oil could be used by the butterine manufacturers. The quality of this year's cotton oil is not very

satisfactory, only a few parcels arriving here being of strictly choice quality. English cotton oil is cheap this year and the quality is very good, although, of course, not so good as American oil. Very good English oils are now to be obtained at 23 guilders per 100 kilos delivered terms, and English refiners ask bids at lower prices for large quantities. The quotations and obtainable values for refined American cottonseed oil are now as follows: Choice qualities like Union, quotations 30 to 31 guilders, obtainable value 28 to 29 guilders; very good second quality, quoted 28 guilders, saleable at 25 to 26 guilders; inferior (off quality), asked 26 guilders, obtainable price 24 to 25 guilders. Because oils of really strictly choice quality are very scarce this year, we may have perhaps somewhat higher prices for the choice qualities, while a decline in prices for oils of low quality is probable, while the arrivals of unsatisfactory qualities are important. Some New York people have told and written even that the stock of oil is most important here, and that the bankers who have paid advances on consignments have enforced the consignee to sell at very low prices, sacrificing the goods. Such a thing has not happened here, and the New York merchants should be more careful in writing such nonsense. It is an unfair competition to tell and to write things that have not happened. But of course the New York merchants are very sorry that they have entirely lost the trade in cotton oil with Holland. The oil refiners in the Southern States are now consigning and selling their goods directly to our place, where they have their agents, while formerly the Southern oil refiners were consigning their goods to New York commission houses, and these New York houses consigned the goods for account of the refiners in the Southern places to Holland, but now almost all business in cotton oil is done between the South and Holland direct, and the New York market is of very little importance for the transaction in butter oil for Holland. Of course the New York houses are sorry that they have lost the trade in such an important article, and are telling and writing most untrue reports about the Holland market and the Dutch merchants. It is, perhaps, to the interest of the South to know that money is most abundant in our country and very easy to obtain on consignments at very low rates. I advance 75 per cent. on consignments, and am open to accept or to pay bills drawn on consignments to the amount of \$400,000.

G. W. SANCHES.

### Cottonseed-Oil Notes.

THE oil mill at Palestine, Texas, has been running night and day during the season and has utilized about all its stock of seed. The mill will close down for the season in a few days. During the season the shipments of oil and products have been regular, and business generally satisfactory. The mill will open promptly next season.

A NUMBER of cattle have been fattened at the cottonseed-oil mill at Alexandria, La., during the season. On the 15th inst. twenty-one carloads were shipped by the Texas & Pacific Railway via New Orleans, where they will be taken by the Illinois Central Railroad to Chicago.

THE cottonseed-oil mill at Belton, Texas, shut down for a week on the 9th inst. on account of its tanks being filled with oil. After making some shipments it will resume operations for a short time, the supply of seed being nearly exhausted.

THE receipts of cottonseed oil and cottonseed products generally at Velasco, Texas, have recently been very large and the export trade active. On the 12th inst. 114 cars of manufactured products came in from Houston, north Texas and Louisiana. The British steamship Coquet, of Sunderland, went outside on the 13th inst. to con-

tinue loading down to her 22-foot mark with cottonseed oil and meal for German ports; the British steamship Alford is loading with cottonseed products for Germany and Holland; the British steamship White Jacket cleared from Velasco last week for Rotterdam with 1000 barrels refined Houston oil, 50,000 sacks of Velasco meal, 6000 packages of oilcake and other manufactured products, valued at \$90,000; the British steamship Scawby cleared for Hamburg and Bremen with 54,000 sacks of Houston meal, 6000 packages of oilcake and other products, valued at \$92,000. Facilities for shipment at Velasco are good, and vessels generally receive quick dispatch.

### Iron Markets.

CINCINNATI, March 17.

Since our previous review of the situation there has been but little change. Possibly the demand is a shade better and the feeling among the trade a trifle more hopeful.

The statement that stocks of irons in first hands decreased slightly during February points to an increase in consumption. It is evident that the Alabama furnaces are shipping a quantity equal to their current output, and there is a decided shortage of several grades. Shipments from the South would be greatly enlarged if the Eastern railroads would rescind the arbitrary action taken by them on June 1, 1893. Sales to interior Pennsylvania and New Jersey points have largely decreased, and the foundries and mills located there have suffered. Works situated on the Eastern waterways have reaped the benefits of water transportation, and have been liberal consumers of Southern brands.

Everybody seems to be of the opinion that we have little of an encouraging nature before us for the first half of 1894. Possibly not, but we should be thankful it is no worse. Although prices are frightfully low, the business being transacted is on a healthy basis; there is no speculation; collections are good and failures rare.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$11 50/100	\$11 75
South coke No. 2 foundry.....	10 50/100	10 75
Hanging Rock coke No. 1.....	13 00/100	13 25
Hanging Rock charcoal No. 1.....	17 00/100	17 50
Tennessee charcoal No. 1.....	14 00/100	14 50
Jackson county stone coal No. 1.....	14 50/100	16 00
Southern coke, gray forge.....	9 50/100	9 75
Southern coke, mottled.....	9 25/100	9 50
Standard Alabama car-wheel.....	16 75/100	17 50
Tennessee car-wheel.....	16 00/100	16 50
Lake Superior car-wheel.....	16 50/100	17 00

We quote for cash f. o. b. New York:

No. 1 foundry lake ore coke iron.....	\$15 00/100	\$15 50
No. 2 foundry lake ore coke iron.....	14 50/100	15 00
No. 1 American-Scotch.....	15 00/100	15 50
No. 2 American-Scotch.....	14 00/100	14 50
No. 1 standard Southern.....	13 00/100	13 25
No. 2 standard Southern.....	12 00/100	12 25
No. 3 standard Southern.....	11 50/100	11 75
No. 1 standard Southern soft.....	12 50/100	12 75
No. 2 standard Southern soft.....	12 25/100	12 50
Standard Southern car-wheel.....	18 50/100	19 00

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 fdy.....	\$11 40/100	\$11 65
Southern coke No. 2 soft & No. 3 fdy.....	11 15/100	11 40
Ohio Scotch softeners No. 1.....	13 00/100	14 00
Lake Superior charcoal Nos. 1 to 6.....	15 00/100	15 50

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$11 75/100	\$12 00
Southern coke No. 2.....	10 75/100	11 00
Southern coke No. 3.....	10 50/100	10 75
Southern gray forge.....	10 00/100	10 25
Southern charcoal No. 1.....	15 50/100	16 00
Missouri charcoal No. 1.....	12 00/100	12 50
Ohio softeners.....	15 00/100	15 50
Lake Superior car-wheel.....	17 00/100	17 50
Southern car-wheel.....	17 00/100	17 50
Frick's Connellsville foundry coke.....	4 50	

We quote for cash f. o. b. Philadelphia docks:

Standard Alabama No. 1 X.....	\$13 00/100	\$13 25
Standard Alabama No. 2 X.....	12 00/100	12 25
Strong lake ore coke iron No. 1 X.....	14 75/100	15 00
Strong lake ore coke iron No. 2 X.....	13 75/100	14 00
Lake Superior charcoal.....	17 00/100	17 25
Standard Alabama C. C. W.....	18 50/100	19 00

ROGERS, BROWN & CO.

THERE is a movement on foot among the naval-stores factors and producers at Savannah to organize a stock company, the object of which will be to sell naval stores direct to the consumers. They propose to be associated in the scheme for the mutual benefit of the naval-stores trade, which, they claim, has for the past few years been depressed so that losses have been sustained by factors as well as producers.

## MECHANICAL.

## A Graphite Sight-Feed Lubricator.

The advantages of graphite as a lubricator are generally recognized, especially for steam-engine cylinders. The material, however, being a dry powder and not mixing well with oil, the difficulty has been to properly supply it to steam chests and cylinders of engines and pumps. The Lunkenheimer Co., of Cincinnati, Ohio, has lately succeeded in constructing a

eight ounces of graphite.

In operation the directions are to first close the globe or steam valve and the stop-cock E; then take off filling plug C and fill the reservoir with graphite; after replacing filling plug, first open globe or steam valve, then open stop-cock E; then regulate flow of graphite by valve B; then regulate stop-cock E carefully, and leave it so regulated that the desired flow of graphite is fed visibly out of the nozzle D in the sight-feed chamber.

As graphite is a very superior lubricant,



FIG. 1.

THE LUNKENHEIMER GRAPHITE SIGHT-FEED LUBRICATOR.

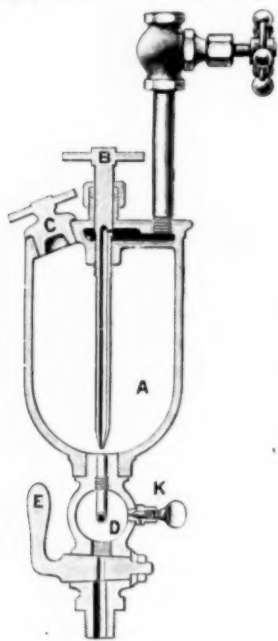


FIG. 2.

lubricator that not only feeds the graphite automatically and continuously in desired quantities, but also does it visibly by passing through a sight-feed. The cup should be attached like any ordinary sight-feed oil lubricator to the steam pipe above the throttle, but can also be attached below the throttle or on the steam chest, with the upper steam connection above the throttle. A sight-feed oil lubricator becomes entirely unnecessary and superfluous when an engine is provided with a graphite cup, but

and a very small quantity will last a great while, it is recommended that it be used very economically, as a continuous feeding is not necessary; the feed can occasionally be shut off.

## New York Belting &amp; Packing Co.'s Plant.

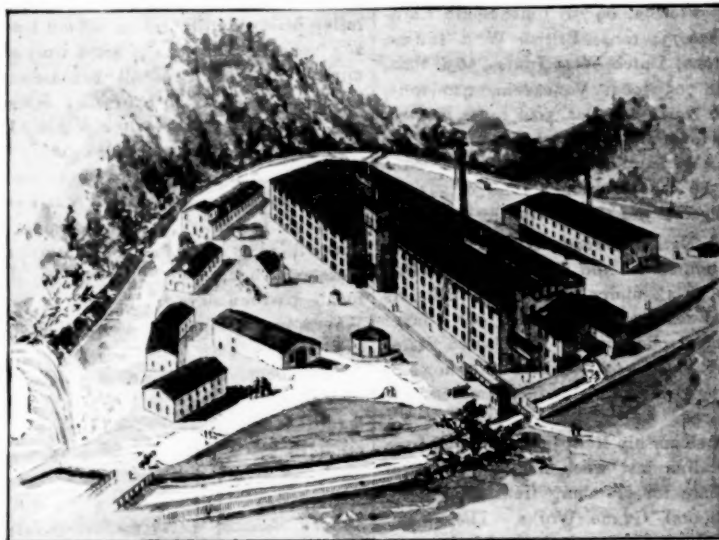
The New York Belting & Packing Co., Limited, has lately made extensive improvements and alterations in its plants, and in order to show what the company is

of the factory plant is the handsome house of the superintendent and thirty or more neat cottages for the workmen, all of which buildings are the property of the company.

Entering the factory while the huge turbines are in motion, one sees the washing, mixing and calendering of rubber on scores of machines, many of which are new and have labor-saving attachments. Enormous hydraulic presses for belting, packing and matting are to be seen, and another 30-foot monster has just been set up. Not the least interesting part of the plant is the new hoseroom. It is a light,

finished product. Factory No. 1 employs about 600 workers and 600 horse-power of water and steam.

Factory No. 2, while by no means small, is not as large as that just described, and, indeed, is used chiefly as a helpmeet for it. Here much of the raw material is prepared. It has recently been fitted with new grinders, conveyors, centrifugal machines, vulcanizers, etc., and is capable of turning out an immense amount of stock with little handling and few hands. The two brick buildings, a five-story, 74x50 feet, and a two-story, 124x40 feet, are situated close to



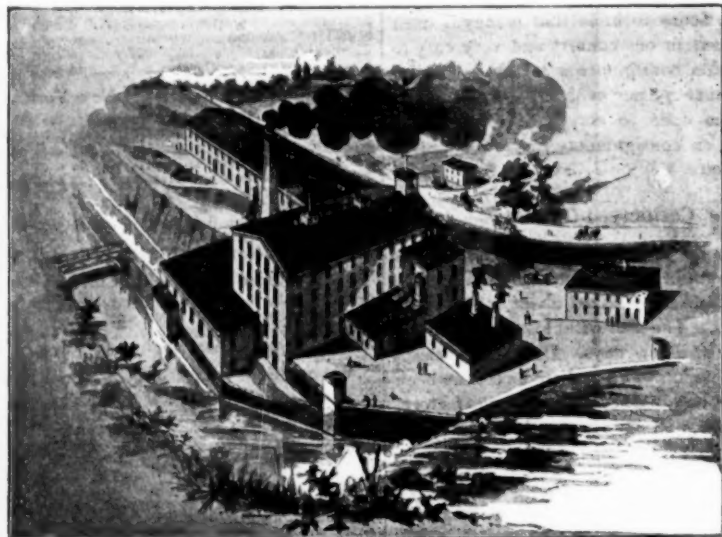
FACTORY NO. 2—NEWTOWN, CONN.

airy, spacious apartment where everything from start to finish is done by machinery. In this room a very few men are able to turn out 25,000 feet of hose a day, producing an article that is claimed to be greatly superior to hand-made hose. It is said by the company that "the belting cured under pressure is superior to the old-fashioned article that was made before we had belt presses. So now we make our hose under pressure and find a vast improvement in its quality."

It is at this mill that the company's celebrated brands of "1846 Para" and "Double

the river that turns the wheels of No. 1, and have both water and steam to rely upon for motive power.

Factory No. 3, the best equipped of all, is situated at Passaic, N. J. The buildings are of brick, the larger being 390x60 feet. Here is made the finer class of goods in mold work and specialties. As one steps from the office into the main building the whole process of manufacture is in sight. At the farther end, nearly 400 feet away, is the compounding room, where the rubber and the ingredients added to it are weighed. Nearer are the mixers; still



FACTORY NO. 1—NEWTOWN, CONN.

in connection with it the use of a glass-body oil pump which can be attached either on the steam pipe, throttle or steam chest is recommended.

The accompanying illustrations show one of these lubricators, Fig. 1 being a perspective view and Fig. 2 a section. In these A is the graphite reservoir; B, the graphite regulating valve; C, the filling plug; D, the bull's-eye sight-feed chamber; E, the feed-regulating valve, and K, the drain valve. These lubricators are made in three sizes, having a capacity, respectively, of three ounces, five ounces and

doing the MANUFACTURERS' RECORD publishes a description of its works. Three separate factories are kept constantly busy.

Factory No. 1 has excellent shipping facilities and has the advantage of an exceptionally fine water-power. The main building of this plant is a substantial brick structure five stories in height, 300 feet long and sixty feet wide. Placed at right angles to this is a four-story addition seventy-seven feet long and thirty feet wide, close to which are separate buildings for engine-house, boiler-house, machine shop, carpenter shop, gasometer, storehouse, etc. In plain sight



FACTORY NO. 3—PASSAIC, N. J.

Diamond" belting, also the well-known "Test" fire hose, air-brake hose and other special hose, as well as mats, matting, stair treads, etc., are made. Perhaps the most marked feature in the line of improvements that the factory exhibits is the careful avoidance of unnecessary handling of goods. It is only recently that rubber manufacturers have found this necessary, but today all of the progressive ones look to it most carefully. Here the problem is solved simply and satisfactorily. The raw material enters at one end of the mill and is delivered at the other in the shape of

nearer the calenders; close at hand the presses, and then come the tables for the finishers, and then the shipping room. Interspersed between the machines mentioned are varied mechanisms for the saving of labor, and more are being added every day. A pneumatic device for slipping jar-rings off from a mandrel and forcing another tube on at the same time; a curious cage that is full of cords of rubber in which revolves a knife, cutting them into convenient bits for mold filling—these and a score of others, new, automatic and effective. The floors above are devoted to the



making up of various goods and the storing of supplies, while the topmost story is a vast dryroom where hang thousands of dollars' worth of Para rubber going through with the expensive but most satisfactory process known as "air-drying." The second main building, 250x60 feet, is just completed, and is most substantially built. A part of the lower floor is used for a shipping room, and another portion for a mixing and calendering room. The floor above is devoted to the manufacture of pneumatic tires, of which the company is a large maker, and is one of the most complete and conveniently arranged departments possible.

The floor above this, in turn, is a facsimile of the splendid hoseroom at factory No. 1, and, like it, has a capacity of 25,000 feet a day. Cotton-hose, rubber-lined, of all sizes, is also made at this plant. A department of special interest in this factory is the emery-wheel section. Here is a complete and separate plant, consisting of mixing-mills, calenders, presses, molds, vulcanizers, lathes, diamond-pointed tools and a host of special devices for use in the manufacture of vulcanite emery wheels. All kinds of wheels are made, ranging in size from a cheese-box down to a lozenge, and using emery grains as coarse as rice or as fine as an almost impalpable powder.

These set works make the Farquhar headblocks practically self-receding, as they can be opened to their full capacity with two motions of the sawyer's hand. These works can be fastened to any point of the carriage to suit the sawyer's convenience.

The improved Ideal variable friction feed is one of the strongest made and will feed from nothing to ten inches. It gigs back the carriage very rapidly and is simple and strong. The sawyer with this feed has complete control over the mill and can slow up through knotty lumber or cut rapidly through clear logs.

These mills are built of the best seasoned yellow pine, heavily ironed, and the carriage axles are about three feet apart, adding greatly to strength. Steel track in about fifteen feet lengths is used on all mills, which are built in seven sizes, with capacity of from 3000 to 30,000 feet a day.

To insure perfect working in all the parts every mill is set up and run at works before shipping. The A. B. Farquhar Co. is located at York, Pa., and would be pleased to furnish full illustrations, specifications and special prices on these mills.

#### Use of Metal in Building.

Few people have any idea of the present cheapness of fire-proof material for build-

ing in the smaller towns were of pine, and the fire once started was seldom extinguished until they were totally destroyed. The brick buildings, as a rule, had wooden floors and interior work, and not a few wooden roofs. In many instances the burned mill or factory caught from some other building, the inflammable material in the walls or roof taking fire first.

Probably 50 per cent. of this fire loss in the South could have been averted had the walls and roofs been of metal. But this is only one item. The more steel or iron or composition that goes into the construction of a mill or warehouse the less will be the rate of insurance, as the risk is so much safer. Such a building also prevents fire spreading in a locality, and may be the means of saving property ten times more valuable than that on fire, because it happens to be between the fire and the other buildings.

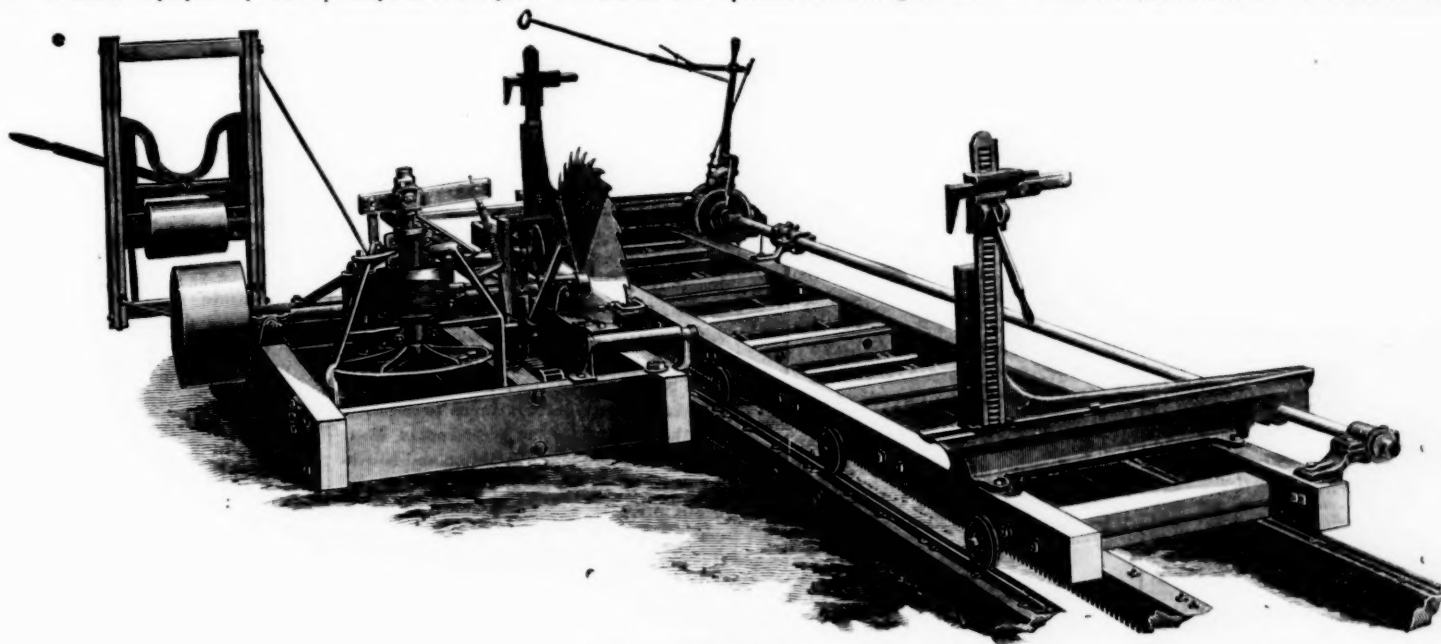
It is not necessary to argue this point. Every reasonable man can see the value of using metal as much as possible in warehouses, factories, lumber plants, cotton gins, etc., where beauty of architecture is not so much desired as security and economy. In regard to the cost an expert estimate is that a warehouse built with iron framework, corrugated iron sides and roof

decrease in fire losses and in the rates of insurance, which are at present very high.

#### Waco's Coming Exposition.

The proposed cotton palace and exposition, by which the city of Waco, Texas, will call attention to its desirability as a place for residence and investment, has infused much new life into the citizens, and those directly interested in the enterprise are making every effort to have it culminate in a great success. In a letter describing the present condition of affairs in Waco Mr. W. T. Christopher, of that city, thus writes to the MANUFACTURERS' RECORD:

"The young men of the city are taking hold of things, and they are the men who have projected and will push to ultimate success the great cotton-palace project. J. W. Riggins, Bart Moore, W. W. Seely, E. Rotan and R. B. Parrott are among the leaders in the enterprise. They have the capacity and the ability to carry out the work, also the moral support and utmost good will and co-operation of the people, to make the cotton palace superior to the spring palace in Fort Worth or the corn palace in Sioux City a few years ago. The cotton palace will mark a new era in the progress of Waco, which is now so extensively known as a health resort on account of its artesian wells and natatoriums and



IMPROVED PORTABLE SAW MILL.

This company is the original maker of the vulcanite emery wheels, and its wheels have an enviable reputation both for service and safety. Factory No. 3 is run by water-power, but is also fitted with engines for use in case of a scarcity of water. The aggregate power is put at about 1800 horse. Electric lights are in use in all departments, and a new system of shafting and gearing is being installed. In this factory, as in No. 1, the unnecessary handling of goods during manufacture is carefully avoided. The company has offices and storeroom at 15 Park Row, New York.

#### An Improved Portable Saw Mill.

The accompanying cut illustrates the A. B. Farquhar Co.'s patent saw mill, showing patent feed, set works and dogs.

The company has been building mills for over thirty years, has added improvements every year and now claims to have the cheapest and best portable saw mill made.

The set works are said to be the most accurate used, having eight setting pawls and four pawls to hold the knee at any desired point. Lumber cut on the mills is subject to no dockage, and the setting device will set to the thirty-second of an inch. One lever controls all the pawls, enabling the sawyer to operate the set works with one hand and feed with the other.

ing purposes compared with the prices of five years ago. Such important improvements have been made in the manufacture of framework siding and roofing that it can be obtained at a remarkably low figure, especially at present, when the general depression has so greatly reduced the price of iron and steel.

There is no doubt that many more of the storehouses, warehouses, factories, etc., now being erected in the South would have fire-proof walls and roofs were the owners and builders aware of the low prices of the articles needed and their durability, but it is only natural to cling to the brick and wood our fathers used, and then it is usually near at hand, and perhaps the architect or contractor favors it instead of metal. So the building is erected and insured usually at a good round premium.

During the period from August 1, 1893, to January 1, 1894, the MANUFACTURERS' RECORD has a list of thirty-five warehouses, eighty-six saw mills and wood-working plants, 135 cotton gins and compresses and 108 miscellaneous buildings destroyed by fire in the South. By miscellaneous buildings we mean factories, elevators, depots, sheds, etc. This does not include churches, schools, halls, dwellings or stores. The losses on each of the buildings ranged from \$500 up to \$200,000, and the large majority were built with brick or wooden walls. Many of the cot-

will cost less than one with brick sidewalls, iron frame and roof. The difference depends, of course, much on the price of brick and lumber and wages paid, but the estimate is made with these at maximum figures. A building constructed of heavy timbers throughout and without any sheathing on roof or sides and covered completely with corrugated iron is much cheaper and offers nearly as much resistance to fire as the all-iron structure, while its cost is about one-third that made of brick and iron. The weight is also much less. Corrugated iron, being in large sheets, is put up rapidly, and therefore at small expense for labor; the corrugations making sheets rigid, permit of a very open style of framework for both roof and sides, and therefore a comparatively small expense for lumber.

Corrugated iron, however, is only one of the modern building materials. Steel in various forms, also what is termed rock and brick-face siding, are being used in large quantities and with good results. As to durability, experts state that the metal siding and roofing properly put on and painted from time to time will last fifty years and over.

The MANUFACTURERS' RECORD desires to call the attention of its readers to these points, and believes that if they are followed up there will be a pronounced increase in the use of metal in Southern building operations, with a corresponding

its educational advantages, being the home of probably more and better equipped colleges of all kinds than any other city in the State.

"Mr. Riggins, who is president of the Waco Commercial Club, conceived the idea of the cotton palace, and by the aid of the active members of that body it is now an assured success. Architects of national reputation have been invited to submit designs. It will be a large building, having at least 100,000 square feet of floor space, with domes, pinnacles, towers and turrets. The interior will contain samples of every Texas product from the field, mine and factory, and the building will be covered with cotton, grain, grasses, seed, minerals and other natural productions. Professional decorators will be employed to arrange the displays in the most artistic manner."

#### Chance for Some Southern City.

A Philadelphia dispatch states that Chas. A. Barcher, of New York, and George Howard, of Philadelphia, connected with the Travelers' Protective Association of America, are collecting money from merchants and manufacturers to establish a sanitarium for sick and disabled drummers. The aim is to gather \$100,000. The institution will be located either at Hot Springs or some point in Texas.





# CONSTRUCTION DEPARTMENT.

**WE PUBLISH**, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

\*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

†In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

## ALABAMA.

**Anniston—Stove Works.**—The South Anniston Land Co. is negotiating the sale of the Anniston Stove Works to E. M. Lewis.

**Arbacoochee—Gold Mines.**—Herman E. Blair, Samuel Fehr, Wm. M. Davis, George W. Spreen and Miller Outcalt have incorporated at Cincinnati, Ohio, the Arbacoochee Mine & Milling Co. The capital stock is placed at \$150,000, and the company will at once prepare for active gold-mining.

**Coaling—Coal Mines.**—Walter Smith & Co. have purchased 250 acres of coal lands and will develop mines. Work has commenced.

**Dothen—Water Works.**—The city council has let contract for the construction of a water-works system.

**Eufaula—Canning Factory.**—The Board of Trade is endeavoring to organize a canning company.

**Florence—Furnace, etc.**—The Spathite Iron Co. has been reorganized as the Spathite Ore & Iron Co.

**Gurley—Grist and Saw Mill.**—Harry Weil will start a grist and saw mill.\*

**Selma—Machine Works.**—C. Young & Bro. have invented a new cotton gin and will endeavor to organize a company for manufacturing it.

**Walker County—Coal Mines, etc.**—T. T. Hillman, of Birmingham; H. E. McCormack, of Jasper, and C. A. Nolan, of Pratt City, have incorporated the Mountain Valley Coal & Coke Co. with a capital stock of \$15,000. Mines will be opened in Walker county, where the company has secured coal lands; will also erect coke ovens.

## ARKANSAS.

**Helena—Mercantile.**—The Cook Bros. Millinery Co. has been incorporated with a capital stock of \$2500. M. Cook is president.

**Little Rock—Woodworking Factory.**—Charles T. Abeles & Co.'s new factory, noted last week, is to be used for woodworking.

**Little Rock—Cotton-mill Sale.**—The Little Rock mill has been sold to Eastern parties. Maxwell Coffin can give information.

**Van Buren—Broom Factory.**—W. E. Ingersoll, of Oswego, Kans., thinks of moving his broom factory to Van Buren.

## FLORIDA.

**Brooklyn—Saw Mill.**—H. M. Eddy will rebuild his recently-burned saw mill.\*

**Hampton—Grist Mill.**—Wright, Scandrett & Co. will erect a grist mill.

**Lake City—Cotton Mill.**—The Lake City Manufacturing Co. has recently been chartered, its purpose being to manufacture cotton fabrics, etc.; capital stock is placed at \$100,000. Subscription lists are now being circulated and endeavors will be made to complete the organization of the company. George R. Latham, of Buckhannon, W. Va., can give information.

**Orlando—Saw Mill.**—A. F. Odlin may rebuild his recently-burned saw mill.

**St. Petersburg—Wine Manufacturing.**—W. F. Spurlin will engage in the manufacture of wine and curacao.

## GEORGIA.

**Americus—Telephone Line.**—E. B. Hornaday is endeavoring to secure capital to construct a telephone line to Eilaville.

**Atlanta—Publishing.**—The Gazette Publishing

Co. has been incorporated to publish the Gazette, a weekly paper.

**Atlanta—Manufacturing.**—W. I. Zachry, C. H. Lloyd and L. L. Jackson have applied for the incorporation of the Utoy Manufacturing Co. with a capital stock of \$15,000.

**Atlanta—Electric-power Plant.**—The Atlanta Consolidated Street Railway Co. will erect a new electric power plant, and work on it will commence soon. All contracts have been let.

**Camilla—Bridge.**—The city will build a bridge on South Pryor street. Address Chas. A. Collier, chairman of committee.

**Darien—Telegraph Line.**—The Western Union Telegraph Co. will construct a line from Darien to Banington, a distance of eleven miles.

**Dawson—Canning Factory.**—A factory for canning fruit will be established. J. H. Davis can give information.\*

**Elberton—Electric-light and Water Works.**—The city will put in water works and electric light plant. Address J. C. Brown, mayor.

**Gainesville—New Machinery.**—W. A. Wood will put additional machinery in his tannery.

**Lithonia—Granite Quarries.**—W. H. Venable and Samuel Venable, of Atlanta, have purchased the Johnson quarries at Lithonia for about \$50,000, and it is said that they will organize a new company with large capital to operate all the Venable quarries. Venable Bros. are already largely engaged in granite quarrying.

**Montezuma—Ice Factory.**—Jos. Wilson is putting his ice factory in repair preparatory for operating during the summer.

**Perry—Oil Mill.**—Endeavors are being made to secure the erection of a cottonseed-oil mill. E. J. Fuller can give information.\*

**Savannah—Lampblack Factory, etc.**—The Seeman Manufacturing Co., incorporated last week, will erect factory at once. Lampblack, printer's ink, shoe-black, varnishes, etc., will be manufactured.

**Savannah—Brewery.**—The plant of the late Walters Brewing Co. was bought in by its creditors in auction sale at public outcry, according to decree of the Superior Court, on March 13. These creditors have incorporated the Georgia Brewing Association, and the new plant starts out with \$50,000 paid-up capital stock against a plant which inventories \$75,000. The plant has a business ranging from 12,000 to 15,000 barrels per annum.\*

**Valdosta—Saw Mill.**—E. L. Moore & Co. have ordered complete equipment for a saw mill to be built at once. Timber lands have also been purchased.

**Waltertown—Saw Mill.**—The Waycross Lumber Co. will rebuild its saw mill destroyed by fire several days ago.

## KENTUCKY.

**Cloverport—Water Works.**—The Citizens' Water Co. has opened subscription books and expects to be successful in obtaining sufficient capital for the construction of water works. About \$15,000 would build the proposed plant. Address D. R. Murray.

**Cloverport—New Machinery.**—The Kentucky Steam Laundry has lately put in new machinery.

**Dover—Canning Factory.**—The Dover Canning Co. has been incorporated. Geo. C. Ladenburger is president; T. F. Moore, secretary, and James N. Boyd, treasurer.

**Kingsville—Canning Factory.**—W. L. McCarty, William Peairs, James Roy, Hustin McKee and others will organize a \$12,000 stock company to erect a cannery.

**Paducah—Hoop Mill.**—William Eades has completed a barrel-hoop mill to employ fifteen to twenty hands. The plant is known as the Riverside Hoop Mills.

**Smithville—Mills, etc.**—Al. Miller and others will organize a \$50,000 milling and mercantile company.

## LOUISIANA.

**Logansport—New Machinery.**—The Sabine River Lumber Co. has added a large gang saw to its mill.

**Monroe—Cigar Factory.**—Stetter & Blythe have started a cigar factory.

**New Orleans—Furniture Factory.**—A furniture manufacturing company in Indiana is corresponding with the Young Men's Business League with a view of removing its factory to New Orleans.

**Perry—Sugar Refinery.**—A proposition for the erection of a 700 tons daily sugar refinery is now being considered by the Sugar Planters' Association. Address H. J. Stansbury, president, or Adam Boudreaux, secretary.

## MARYLAND.

**Annapolis—Town Company.**—A bill is to be introduced in the legislature to incorporate the Mary-

land Progressive Improvement Co. to build an industrial town on the Patuxent river. Peter Garrahan, of New York city, and F. M. Neale, of New York, are at Annapolis seeking the proposed legislation. The capital stock is to be \$6,000,000. Frederick Stone, J. Frank Ford and Frank M. Dyer are also interested.

**Baltimore—Electric-light Plant.**—A bill has been introduced in the legislature, as suggested during the week by the mayor, to authorize the city to erect electric-light plant. F. C. Latrobe, mayor.

**Baltimore—Barytes Mining and Manufacturing.**—The National Mining & Milling Co., recently noted as incorporated, has been organized with H. C. Turnbull, Jr., as president; G. W. Gail, vice-president; Henry R. Turnbull, secretary; J. Appleton Wilson, treasurer, and Joel W. Benton, general manager, all of Baltimore; capital stock \$100,000, \$50,000 of which has been subscribed. The company proposes to mine and manufacture barytes, and has purchased large deposits of this ore in North Carolina and at Blacksburg, S. C. The old Popplein phosphate factory at Baltimore has also been purchased by the company, and it is being equipped with the latest machinery for an output annually of 12,000 tons of commercial barytes. Office of company 5 East Lexington street.

**Baltimore—Fertilizer Works.**—Wm. S. Powell, Charles Holzman, Edw. J. Walker, Geo. F. Kinnear and Herman G. Timmerman have incorporated the Powell Fertilizer & Chemical Co. The capital stock is \$45,000. Fertilizers and agricultural chemicals will be manufactured.

**Baltimore—Ice-skating Rink.**—The Arctic Skating Co., incorporated last week, will erect building 100x300 feet, and the ice making machinery is about contracted for. O. Hammond, Jr., 921 South Wolfe street, can be addressed.\*

**Baltimore—Packing-house.**—Nelson Morris, of Chicago, contemplates establishing in Baltimore a \$500,000 hog and beef packing house to employ 200 hands.

**Baltimore—Car Shops, etc.**—The City Passenger Railway Co. expects to establish car-building and repair shops and machine works.

**Baltimore—Marble Mill.**—Jno. R. Hugg will resume operating marble mill as soon as insurance is adjusted.

**Belair—Electric-light Plant.**—The Henry Record Manufacturing Co. has made the town commissioners a proposition for the installation of an electric-light plant.

**Chestertown—Light and Power Plant.**—A bill introduced in the legislature to incorporate the Chestertown Light, Power & Railway Co. has been favorably reported.

**Cumberland—Telephone Line.**—The Citizens' Telephone Co. is to be organized and subscriptions are now being solicited. John T. Edwards can give information.

**Hagerstown—Bicycle Works.**—The Sutcliffe Bicycle Co.'s works have been sold to Geo. Warwick, of Springfield, Mo., who will organize a new concern to continue the plant. S. M. Schindle and Chas. Johnson, of Hagerstown, are interested.

**Hagerstown—Fire-alarm System.**—An election will be held by the city on March 26 to consider issuing \$5000 in bonds for a fire-alarm system.

**Hagerstown—Publishing.**—The News Publishing Co. has been organized to continue the publication of the News.

**Hancock—Lumber Mill, etc.**—M. M. Burtner and J. A. Rebert, late of Littlestown, Pa., will engage in lumber manufacturing at Hancock, and have formed the Hancock Lumber Co. for the purpose. Large mill is already secured, and during the year machinery will be put in for manufacturing hardwood supplies. Considerable will be purchased.

**Lonaconing—New Machinery.**—L. Kolmer & Co. have put new machinery in their soda-water factory.

**Loreley (P. O. Baltimore)—Shoe Factory.**—J. F. Waggaman, of Washington, D. C., and others are negotiating for the establishment of a shoe factory at Loreley.

**North East—Street Improvements.**—The city has voted an issuance of \$5000 of bonds for street improvements.

**Salisbury—Enlarging Factory.**—T. H. Mitchell is enlarging his woodworking factory.

**Salisbury—Planing Mill.**—L. E. Williams & Co. have commenced the erection of a new planing mill.

**Washington, D. C.—Water Mains.**—The District commissioners have ordered the laying of a 12 inch water main from U street pump-house to the Tenleytown road at a cost of \$25,000.

## MISSISSIPPI.

**Meridian—Lumber Mills.**—The Interstate Lumber Co., of Chicago, operating mills at Meridian,

has been succeeded by the Meridian Lumber Co., organized with M. R. Grant, president; F. C. Joslyn, vice president, and J. A. McKinney, general manager.

**West Point—Lumber Plant.**—The Fleming Lumber Co. has been organized and will establish at once a plant for manufacturing lumber, staves, spokes, etc. Machinery has been ordered and is now being received. M. W. Fleming is manager.

**West Point—Saw Mill.**—J. H. McCord will erect a saw mill for hardwood lumber.\*

## MISSOURI.

**Brookfield—Mercantile.**—Henry Toohey, S. P. Hartman, Homer Day and others have incorporated the Hartman & Toohey Mercantile Co. with a capital stock of \$55,000.

**Columbia—Foundry and Machine Shop.**—H. H. Smith, C. R. Lawrence and J. E. Trotter have incorporated the Columbia Foundry & Machine Co. with a capital stock of \$50,000.

**Kansas City—Cement.**—D. P. Thomas, A. J. Armstrong and R. P. McCormick have incorporated the Fort Scott Hydraulic Cement Co.; capital stock \$10,000.

**Kansas City—Lumber.**—N. Duncan, Mary A. Abbott and S. T. Gilmore have incorporated the Duncan Lumber Co. with a capital stock of \$10,000.

**Kansas City—Mercantile.**—The A. Feiger Mercantile Co. has been incorporated; capital stock \$5,000.

**Moberly—Canning Factory.**—A movement is afoot for the establishment of a canning factory. John Crewson can give information.

**Springfield—Mercantile.**—John S. Wood, Neua Baxter, Mary Baxter and others have incorporated the Wood & Baxter Dry Goods Co.; capital stock \$5000.

**St. Louis—Chemicals.**—C. R. Wonderly, A. R. Silverton, Emily F. Silverton and others have incorporated the Labordine Chemical Co.; capital stock \$20,000.

**St. Louis.**—Thomas T. Rubey, J. J. Searcey and James W. Montague have incorporated the T. T. Rubey Stable Co. with a capital stock of \$40,000.

**St. Louis—Realty.**—Harvey W. Hess, Louis R. Helmkamp and H. F. Niederlander have incorporated the Hess Realty & Financial Co. with a capital stock of \$10,000.

**St. Louis—Mercantile.**—The Adam Roth Grocery Co. has been incorporated under the laws of Tennessee.

## NORTH CAROLINA.

**Asheboro—Furniture Factory.**—The Asheboro Lumber & Manufacturing Co. expects to add a large furniture factory to its present plant in the near future.\*

**Charlotte—Paint Mill.**—A paint mill is reported as to be erected.

**Charlotte—Broom Factory.**—Robert Boyd and F. M. Harris will establish a broom factory. Outfit already secured.

**Charlotte—Broom Factory.**—F. W. Carnahan, of Ohio, and W. W. Burrell, of Michigan, will erect a broom factory in Charlotte.

**Henderson—Canning Factory.**—W. E. Moss intends to establish a canning factory.\*

**Raleigh—New Spindles, etc.**—The Carolina Cotton Mills will put in 300 new spindles and 10 looms.

**Murphy—Canning Factory.**—Alfred Morgan intends to establish a canning factory.\*

**Randolph County Gold Mines.**—It is currently reported that the Branson gold mining property in Randolph county has been sold to Ohio capitalists, who will incorporate a \$30,000 company to develop.

## SOUTH CAROLINA.

**Blair's—Granite Quarries.**—A charter has been issued to the Fairfield Granite Co., which will develop quarries at Blair's Station, near Columbia. The incorporators are T. W. Woodward, of Rockton; John C. Haskell, of Columbia; Henry F. Turner, of Baltimore; James B. Frazier, of Blair's, and others. Capital stock is placed at \$300,000.

**Charleston—Grist and Saw Mill.**—A Mr. Powell intends to erect a grist and saw mill.

**Charleston Increase Capital.**—The Charleston Basket & Veneer Co. will increase its capital stock from \$15,000 to \$75,000.

**Elliott—Manufacturing.**—The Elliott Manufacturing Co. has been granted a charter. J. S. Kroan is president, and H. S. Field, secretary and treasurer.

**Greenville—Saw Works, etc.**—J. C. Mauldin will erect a new building for the accommodation of his saw-repairing business, and will soon engage in manufacturing saws.

## TENNESSEE.

**Clarksville—Flour Mill.**—Philip Huffman has purchased the Eugene Flour Mills for \$10,000, and will operate same.



**Franklin-Tobacco Works.**—H. G. McAlister and J. W. Harrison have organized a company and established tobacco works.

**Hickman County-Phosphate Mining.**—The Southern Iron Co., of Nashville, is having an analysis made of phosphate found in Hickman county. If the deposit is valuable as a fertilizer, works will be established.

**Huntingdon-Box Factory, etc.**—W. P. Carroll and Theodore Pinkston, G. C. Spellings and W. C. Aden have incorporated the Southern Wooden Box & Novelty Manufacturing Co.

**Jackson-Cotton Mill.**—The Board of Trade is endeavoring to secure the erection of a cotton mill to cost \$225,000. Correspondence is now being carried on with Eastern capitalists.

**Memphis-Ice.**—The Consumers' Ice Co. has been granted a charter, with W. H. Donough, J. J. Childress, R. C. Bruce and others as incorporators.

**Newport-Mill.**—The Newport Mill Co. is erecting a mill.

**South Pittsburg-Distillery.**—W. R. Ladd will erect a distillery.\*

**South Pittsburg-Pencil Factory.**—The Eagle Pencil Co., of New-York, has contracted with the South Pittsburg City Co. to remove its Cedar Keys (Fla.) plant to South Pittsburg. Site has been secured, and a brick building to cost \$12,000 will be built for the company. One hundred and fifty hands will be employed.

**Sweetwater-Creamery.**—Eli Cleveland and G. M. McKnight have organized a \$500 company to establish butter and cheese factory.

#### TEXAS.

**Beaumont-Lumber Mills.**—The Consolidated Export Lumber Co. has been organized for the purpose of enlarging and facilitating lumber exports. John N. Gilbert and Guy H. Mallam, of the Beaumont and Texas Tram & Lumber Companies, respectively, will manage the new concern, which is composed of four mills of 400,000 feet capacity daily and a capital of nearly \$2,000,000.

**Big Foot-Coal Mines.**—J. F. Burns & Co. are sinking shafts to discover the extent of the coal deposits recently discovered at Big Foot.

**Cameron-Oil Mill.**—W. F. Crawford, A. P. McCord, T. S. Henderson, J. M. Ralston and F. M. Crawford have incorporated the Milam County Oil Mill Co. with a capital stock of \$50,000.

**Denison-Cotton Mills.**—C. S. Cobb, E. H. Hanna, J. M. Ford, W. B. Munson and J. B. McDougald have incorporated the Red River Cotton Manufacturing Co. to operate the Denison Cotton Mill. The capital stock is \$320,000.

**Harbor Improvement.**—It is stated that A. M. Fulford, of Baltimore; Lewis Haupt, of Philadelphia, and others have formed a company to deepen Aransas Pass and open channels to Rockport and in Corpus Christi bay; estimated cost \$200,000 to \$300,000.

**Huntsville-Electric-light Plant.**—The Huntsville Electric-light & Ice Co. is now erecting electric-light plant.

**New Birmingham-Saw Mill, Planing Mill, etc.**—The New Birmingham Lumber Co. is erecting a new saw mill on the L. S. E. Railroad, to which point it will also remove its planing and shingle mill.

**Paris-Canning Factory.**—The North Texas Canning Co. is erecting a canning factory. Full equipment has been purchased for daily capacity of 10,000 cans.

**Rusk-Skein Factory.**—A thimble-skein factory has recently been added to the industries at the State penitentiary. Mr. Kavanaugh has charge.

**Shepherd-Dry-kiln.**—R. C. Miller & Co. will erect a dry-kiln.

**Taylor-Telephone Exchange.**—J. D. Seiders has obtained city franchise for a telephone exchange.

**Velasco-Cotton Compress.**—Morris Sass and others are organizing a company to erect cotton compress. Site has been secured and negotiations for the plant are now in progress. The Velasco Compress Co. will probably be the concern's name.

**Velasco-Brick Works.**—The establishment of pressed-brick works is being agitated. Fine clay deposits are said to be in the vicinity in the greatest of abundance. Morris Sass can give information.

**Weatherford-Water Works.**—It is said that water works will be built.

**Whitesboro-Cotton Gins.**—W. H. Marshall & Co. are putting in two new ginneries.\*

**Wichita Falls-Cigar Factory.**—J. P. Dudding will start another cigar factory at once to replace his burned plant.

#### VIRGINIA.

**Belfield-Planing Mill.**—W. F. Deal has purchased the Belfield Manufacturing Co.'s planing mill.

**Big Stone Gap-Canning Factory.**—J. E. Bunn will build a canning factory for fruits and vegetables.\*

**Buena Vista-Wagon Works.**—C. L. Chase, of Baltimore, Md., has purchased the Buena Vista

Wagon Works for \$9600. Mr. Chase will at once enlarge and increase the capacity of the plant by additional power and machines.

**Charlottesville-Electric-light Plant.**—The Charlottesville & University Electric Light Co. intends to rebuild its plant as soon as the insurance is adjusted.

**Fredericksburg-Shoe Factory.**—The Kenmore Shoe Co. is the name of the new concern organized to manufacture shoes. A new brick building 90x3, feet, three stories high, will be built at once, and from 100 to 150 hands will be employed at the plant. George Smith, 345 Arch street, Philadelphia, Pa. can be addressed for further particulars.\* Charter has been granted with capital stock of 150,000. Charles J. Green, president; directors, H. W. Wilenburcher, A. W. Embrey and Mr. Green.

**Petersburg-Snuff Manufacturing.**—W. L. Venable & Co. are putting in snuff mills.

**Richmond-Street Improvements.**—The board of aldermen has appropriated \$8,000 to repair Eighth street, etc. Address the mayor.

**Richmond-Cigarette Factory.**—The United States Tobacco Co., chartered by the present legislature, has for incorporators Jacob Edel, Morton A. Goodman, D. C. Zollkoffer, of Richmond; W. D. Judkins, of Danville, and Joseph Batton, of Appomattox. The capital stock is to be not less than \$500,000, and the manufacture of cigarettes will be its business.

**Richmond-Publishing.**—B. F. Johnston & Co. propose to organize a \$50,000 stock company to publish Southern school histories.

**Roanoke-Rolling Mill Resumes.**—The West End Rolling Mill has started five furnaces at its plant.

**Roanoke-Steam Laundry.**—W. H. Newsom & Co., who purchased the Dixie Laundry last week, will operate as the Swiss Steam Laundry.\*

**Roanoke-Coal, etc.**—The Nelms Coal Co., capital \$2500, has been chartered to deal in coal, lumber, etc. J. T. Bandy is president, and C. C. Nelms, treasurer.

**Salem-Steam Laundry.**—W. H. Newsom & Co., of Roanoke, will operate a steam laundry in Salem.\*

**South Boston-Flour Mill.**—G. Y. Nichols has leased the Ballou flour mill and will operate it.

**Staunton-Canning Factory.**—I. K. Moran contemplates organizing a canning company.\*

**Williamsburg-Grist Mill.**—D. S. Jones, of Newport News, will erect a new grist mill in Williamsburg.

**Winchester-Ice Plant.**—The question of putting in an ice plant is being agitated and will probably take shape. Address R. A. Beverley.

**Woodstock-Roofing Works.**—The Shenandoah Steel Roofing Co. will erect the roofing works noted last week.

#### WEST VIRGINIA.

**Belington-Box Factory.**—The Valley Dressed Lumber Co. will add box manufacturing to its plant.\*

**Clarksburg.**—T. M. Jackson, W. B. Maxwell, Fleming Howell and others have incorporated the Traders' Co. with an authorized capital of \$1,000,000.

**Clarksburg-Flour Mill.**—Henry Wilson has purchased the Point Flour Mills and other property for \$13,000.

**Fairmont-Gas Company.**—Edward M. Grant, of Morgantown; Jas. W. Rowland, Jacob J. Gosser, Wm. J. McConnell and Thos. B. Gregory, of Franklin, Pa., are the incorporators of the Fairmont & Grafton Gas Co., lately noted.

**Harper's Ferry-Bridge.**—Daniel B. Lucas, A. W. McDonald, R. P. Chew, Geo. Baylor and F. W. Brown have purchased the old iron bridge over the Potomac river for \$10,200. A stock company has been formed by the purchasers to operate the bridge.

**Martinsburg-Steam Laundry.**—W. T. Stewart has let contract for the erection of a steam laundry.

**Martinsburg-Canning Factory.**—A stock company will be organized to establish a canning factory.

**Murraysville-Gas and Oil Wells.**—The Murraysville Oil & Gas Co. has leased 3000 acres adjoining Murraysville and will at once drill for oil and gas. G. T. Douglas, secretary.

**Parsons-Tannery.**—Gould & Co. have commenced the erection of a tannery.

**Piedmont-Furniture Factory.**—The E. J. Fredlock Manufacturing Co. will be organized to continue the operation of Mr. Fredlock's furniture factory.

**Wheeling-Pottery.**—The Wheeling Pottery Co. will occupy its old abandoned pottery again, and will manufacture sanitary pottery and C. C. ware, employing from 200 to 300 men.

#### BURNED.

**Baltimore, Md.**—John R. Hugg's marble mill.

**Franklin, Ga.**—The courthouse; loss estimate \$20,000.

**Henrietta, Texas.**—W. J. Swain's residence; loss estimate \$7000.

**Jefferson, Md.**—Barns of E. M. Thomas; loss \$5000.

**Louisburg, N. C.**—Wesley Burnett's cotton gin, grist mill and saw mill.

**Lynchburg, Va.**—Hughes & Co.'s flour mill; loss said to be \$37,500.

**Lynchburg, Va.**—The Lynchburg Manufacturing Co.'s sumac and bone mill.

**Mobile, Ala.**—Stores of Lienkauf & Strauss, Mobile Drug Co. and T. G. Bidgood; loss estimate \$100,000.

**New Orleans, La.**—The Pickwick clubhouse; loss estimate \$130,000.

**Richmond, Va.**—Benjamin T. Crump & Co.'s broom factory; loss over \$4500.

**Towson, Md.**—Dwelling of Mrs. Harriet Chew; loss \$5000.

**Warsaw, Ky.**—George Thompson's flour mill; loss \$14,000.

**Wichita Falls, Texas.**—J. P. Dudding's cigar factory.

**Williamsburg, Va.**—The grist mill owned by D. S. Jones, of Newport News.

**Wilson, N. C.**—T. J. Hadley's tobacco warehouses; loss \$20,000.

#### BUILDING NOTES.

**Ashland, Ky.-Depot.**—Plans have been prepared for a depot to be built by the Chesapeake & Ohio Railway Co. to cost \$25,000. H. C. Boughton at Ashland is assistant superintendent.

**Atlanta, Ga.-Auditorium.**—Plans have been prepared for the auditorium to be built on Cumberland island by the State Teachers' Association. Secretary Guinn at Atlanta will give information.

**Baltimore, Md.-Business Block.**—Charles J. Bonaparte has obtained permission to erect a three-story business block on West Pratt street.

**Baltimore, Md.-Dwellings.**—H. McWilliams has received permission to build a four-story brick structure on York street. D. S. Collett will build three two-story brick dwellings on Calhoun street.

**Baltimore, Md.-Church.**—Owens & Bieler are architects and B. F. Bennett is contractor for the edifice for Appold M. E. Church which is to cost \$20,000. The auditorium will be 75x66 feet and the Sunday-school addition 54x32 feet.

**Baltimore, Md.-Dwellings.**—E. W. Gorman will erect nine three-story brick dwellings on Linden avenue; P. Bremer will erect six two-story brick houses on Forrest street, and Henry Pauley will erect two two-story brick houses on Belair avenue.

**Charlotte, N. C.-Church Improvements.**—The First Presbyterian Church is to be enlarged and improved at an expense of \$12,000. Address R. M. Miller, Sr.

**Clarksburg, Tenn.-Warehouses.**—It is stated that F. N. Smith and E. C. Morrow are preparing to erect tobacco warehouses.

**Clarksburg, Tenn.-Warehouse.**—Contract has been let for F. N. Smith's tobacco warehouse which is to be 100x105 feet.

**Columbia, S. C.-Depot.**—It is reported that the Richmond & Danville and Florida Central & Peninsular Railroad Companies will combine to erect a union passenger depot.

**Cullman, Ala.-Church.**—The Methodist Episcopal church recently burned will probably be rebuilt at a cost of \$2000. Address the pastor.

**Cullman, Ala.-Stores.**—The stores of Koopman & Gardes, Freeland Kierney and M. Rudder, recently burned, are to be rebuilt at once.

**Cumberland, Md.-Church.**—It is reported that the English Lutheran congregation will build a church to cost \$25,000. Address the pastor.

**De Land, Fla.-Hotel.**—It is reported that John B. Stetson, of Philadelphia, has purchased the Parceland Hotel and will enlarge and improve it at an expense of \$20,000.

**Dothan, Ala.-Hotel.**—Joseph Baker will erect a three-story hotel of brick.

**East Lake, Ga.-Hotel.**—B. C. Adams, of Dawson, Ga., will give particulars regarding a hotel which it is proposed to build at East Lake.

**Edna, Texas-County Building.**—S. A. Oliver, of Houston, has the contract for building a county building to contain a security vault; total cost \$5500.

**El Dorado, Ark.-Storehouses.**—The El Dorado Improvement Co. will build a two-story brick store building to cost about \$15,000. R. A. Faulkner is president.

**Galveston, Texas-Telephone Building.**—The Southwestern Telegraph & Telephone Co. will erect a three-story building to contain stores, offices and central exchange to cost \$25,000. Address C. J. Glidden, manager.

**Galveston, Texas-Theatre.**—Albert Weis is interested in a project to erect a theatre to cost \$100,000, to seat 1600 people. A part of the building is to be used for hotel purposes.

**Gonzales, Texas-Courthouse.**—Messrs. Mauer & Wesling, of La Grange, Texas, are preparing

plans for the \$65,000 courthouse to be built at Gonzales.

**Hagerstown, Md.-Church.**—A fund is being raised to build a church for Christ Reformed congregation.

**Houston, Texas-Business Block.**—Jacob Binz has received permission to erect a business block to cost \$60,000. It is designed to be four stories high, with pressed brick and iron front.

**Jacksonville, Fla.-Dwelling.**—A residence for the bishop of the Episcopal church in Florida is to be built at once. Address S. A. Swann.

**Keyser, W. Va.-Hall.**—It is reported that the Knights of Pythias have purchased a site on which they will erect a building to contain a hall and lodge-rooms.

**La Crosse, Fla.-Storehouse.**—F. E. Williams is preparing to erect a storehouse.

**Lexington, Va.-Institute.**—Contracts are about to be let for building a memorial hall at the Virginia Military Institute to cost \$16,000. Address the secretary of the faculty.

**Lincolnton, N. C.-Church.**—The Lutheran congregation will erect a brick edifice. Address Rev. S. S. Rahn.

**Magnolia, Ark.-Jail.**—Bids will be received until April 30 for building Columbia county jail by J. H. Daniell. It is to be 26x30 feet and two stories high.

**McMechen, W. Va.-Hall.**—Vigilant Lodge, A. O. U. W., has decided to build a hall to cost \$10,000. It is to be of brick and four stories high.

**Memphis, Tenn.-Theatre.**—It is stated that plans have been selected for the new Lyceum Theatre and that it is to be completed by November, 1894. Address Manager John Mahoney.

**Meridian, Miss.-Hotel.**—John Lutz will build a three-story hotel near the union depot.

**Montgomery, Ala.-School.**—Construction bids will be received until April 5 for the school to be erected. Address R. H. Somerville or Bruce & Morgan, architects, Atlanta, Ga.

**New Berne, N. C.-Federal Building.**—It is announced that work is to be begun on the federal building about July 1. Supervising Architect O'Rourke at Washington may be addressed.

**New Orleans, La.-Theatre.**—It is reported that a theatre may be erected on the site of the burned Pickwick Clubhouse.

**New Orleans, La.-Hotel Addition.**—An addition to contain kitchen, laundry, Turkish baths and sleeping-rooms is to be made to the Hotel Grunewald. Address L. Grunewald.

**Portsmouth, Va.-Hall.**—The Knights of Pythias are considering the idea of erecting a building to contain a hall and lodgerooms. A site has been procured.

**Portsmouth, Va.-Engine-house.**—D. M. Murden will receive proposals until April 2 for building a fire-engine-house.

**Rock Hill, S. C.-Church.**—The plans of Charles C. Wilson, of Roanoke, Va., have been accepted for the Rock Hill Presbyterian Church which is to cost \$15,000.

**San Antonio, Texas-Office Building.**—It is stated that Leonardo Garza has made arrangements to erect an office building of brick and stone, three stories high.

**San Antonio, Texas-Theatre.**—It is reported that a company is being formed to construct a large building to contain a theatre and offices. J. C. Perfater is said to be interested.

**Savannah, Ga.-Cathedral Improvements.**—Architect Henry Urban will give information regarding a number of improvements to be made to the Savannah Cathedral.

**Savannah, Ga.-Dwelling.**—E. F. Lovell will build a residence to cost \$20,000. It will be two stories high with mansard roof. Henry Urban is architect.

**St. Augustine, Fla.-Business Block.**—George Barker, it is stated, has purchased property on which he will erect a building to cost \$20,000.

**St. Louis, Mo.-Business Block.**—Thomas H. O'Neill, it is stated, will build a business block on Union avenue to cost \$10,000.

**St. Louis, Mo.-Hotel.**—The Alabama Hotel Co., it is stated, is about to begin work on a hotel 48x127 feet and eleven stories high to cost \$180,000. J. B. Legg is president.

**Sulphur Springs, Texas-Courthouse.**—It is stated that the proposed Hopkins county courthouse will cost \$60,000, and will be built of granite. J. M. Morris and T. L. Simms are interested.

**Sylvania, Ga.-Hotel.**—A project to build a hotel for a summer resort to cost \$10,000 is being agitated.

**Sylvania, Ga.-Jail.**—The county commissioners want plans for erecting a two-story brick jail, which is to be completed by September 1.

**Terrell, Texas-Theatre.**—A fund is being raised to build the proposed theatre in Terrell to cost \$20,000. Philip Brin may be addressed.

**Texarkana, Texas-City Hall.**—It is reported that plans are being prepared for the proposed city hall. Address the mayor.

**Van Buren, Ark.-Hotel.**—The hotel to be built



will be three stories and 90x110 feet. It is to cost \$25,000. Address R. P. Allen.

**Washington, D. C.—Church.**—A. C. Clarke and E. E. Davis are on the building committee appointed by the Metropolitan Baptist Church. It is intended to erect an edifice to cost about \$75,000.

**Washington, D. C.—Dwelling.**—It is reported that Senator Quay will erect a brick mansion of semi-colonial style on K street. J. G. Hill is architect.

**Washington, D. C.—Dwellings.**—B. Stanley Simmons has prepared plans for sixteen brick and stone dwellings on Ninth street.

**Washington, D. C.—Dwellings.**—A. C. Walter will build eight English basement dwellings on Thirtieth street. B. Stanley Simmons is architect.

**Washington, D. C.—Dwellings.**—James D. Burn has decided to erect eleven two-story dwellings on Fourth street to cost \$30,000. A. B. Mullett & Co. are architects.

**Washington, D. C.—Store.**—H. A. Johnson has decided to erect a four-story building for stores and flats on New Jersey avenue. J. C. Johnson is architect.

**Waynesville, N. C.—Jail.**—The Haywood county commissioners have decided to erect a jail to cost \$10,000. Bids will be received until the first Monday in April. Address secretary of the board.

**Welch, W. Va.—Courthouse.**—It is reported that the plans of Milburn & Son, of Louisville, Ky., have been accepted for the courthouse, which is to cost \$48,000.

**Wheeling, W. Va.—Clubhouse Improvements.**—The Arion Society will enlarge and remodel its clubhouse. Architect Hennigst is in charge.

## RAILROAD CONSTRUCTION.

### Railroads.

**Arcadia, La.**—The Arcadia Lumber Co. intends to build about eight miles of road for lumbering purposes. E. M. Werkheiser may be addressed.

**Baltimore, Md.**—The surveys of the Baltimore Northern have been completed to Red Lion, Pa., thirty-seven miles distant. William Gilmer, of Baltimore, may be addressed.

**Bonham, Texas.**—The railroad from Bonham to the suburbs of the town may be extended to Ravenna, seven miles distant. John A. Russell, at Bonham, owns the road.

**Centre, Texas.**—U. C. Watlington states that a stock company has been formed to do the grading, bridge work and lay the ties for the proposed line from Centre to Teneha. E. S. Hicks has agreed to furnish the rails and rolling stock. His address is Teneha.

**Charleston, S. C.**—The Charleston & Savannah is building a short branch to St. Andrew's parish, near the city, for the benefit of truck shippers. It will be completed by April 15.

**Chestertown, Md.**—Samuel Vannot, L. W. Wicks and others are interested in the Chestertown Light, Power & Railway Co., which wishes a franchise to build an electric road from Chestertown to Chesapeake Bay.

**Dallas, Texas.**—A bonus is being raised to offer the St. Louis Southwestern to build a branch fifteen miles long into Dallas. The Commercial Club has charge of the project.

**Galveston, Texas.**—Four grading machines and a force of railroad workmen have arrived at Port Bolivar to begin work on the Gulf & Interstate road projected from the Gulf to the Dakotas. C. J. Jones is superintendent of construction.

**Hot Springs, Ark.**—It is now proposed to build a line from Hot Springs to Wister Junction, I. T., where it will connect with the St. Louis & San Francisco and form an eastern outlet for the Choctaw Coal & Iron Co.'s coal. Uriah Lott is at the head of the movement.

**Jacksonville, Fla.**—A company has been organized with \$100,000 capital to build a double-track railroad and a series of wharves along the river for receiving and discharging freight. G. O. Holmes is president, and J. N. C. Stockton, vice-president.

**Little Rock, Ark.**—It is stated that J. M. McCarthy has received a sub-contract to build 100 miles of the Lake Superior, Southwestern & Gulf road.

**Manchester, Md.**—A bill is pending in the State legislature authorizing the corporation to issue \$15,000 in bonds to build a road to a point on the Western Maryland.

**Plant City, Fla.**—The Plant City, Okeechobee & Lake Worth Railway Co. has been incorporated to build a road 140 miles long from Plant City to Lake Worth, 125 miles distant. T. B. Mills is president, and C. W. Stevens, vice-president.

**Rutherfordton, N. C.**—It is reported that several New York parties have become interested in the scheme to extend the Carolina Central road from Rutherfordton to Asheville, N. C. The Central is controlled by the Seaboard Air Line.

**San Antonio, Texas.**—The project of building a railway from San Antonio to Brownsville has been revived by land-owners along the proposed

route, who have determined to raise a bonus to offer some contractor to build it.

**San Antonio, Texas.**—Hon. John Ireland has been elected president of the San Antonio & Gulf Shore road, and it is stated preparations are being made to issue \$2,000,000 in construction bonds.

**Spartanburg, S. C.**—It is understood that the Spartanburg Belt Railway is to be extended to Glendale, Whitney and Clifton, and that outside capital has been enlisted in the enterprise. Colonel Leftwich will give information.

**Washington, D. C.**—A bill is pending in the Maryland legislature to incorporate the Great Falls Power Co., which proposes to build an electric railway in Montgomery and Prince George's counties. N. C. Ordway and Paul Butler are interested.

**Washington, D. C.**—The Baltimore & Ohio Company has begun work on its branch to Fairfax C. H. It is reported that the Norfolk & Western will also use this line to secure an entrance to Washington.

**Waycross, Ga.**—It is reported that arrangements are being made to extend the Waycross Air Line from Waycross to St. Mary's, Ga., about fifty-five miles. A. S. Wheeler, at Waycross, is chief engineer.

### Street Railways.

**Austin, Texas.**—E. J. O'Burns, of Dallas, and others are interested in a plan to buy the Austin dummy line and convert it into an electric railway.

**Baltimore, Md.**—It is expected to operate the Pennsylvania avenue and Hall Springs divisions of the City Passenger Railway system by electric motors after May 1.

**Charlottesville, Va.**—T. O. Troy, president of the company which is to build the electric railway, states that 50 pound steel rails will be used. He expects to complete the road by June 15.

**Columbia, S. C.**—Surveys have begun for extending the electric railway line. Address Col. J. Q. Marshall.

**Covington, Ky.**—The Covington Railway Co. is considering the extension of its electric lines to West Covington and Ludlow suburbs. Thos. M. Jenkins is superintendent.

**Ironton, Ky.**—It is reported that work on the proposed electric road is to begin at once. J. T. Greaves, at Lynchburg, Ky., is engineer.

**St. Louis, Mo.**—The directors of the Baden & St. Louis Railway Co. have decided to use electricity as a motive power, and will adopt the welded-rail system. The line is three and a-half miles long. G. S. Cass, 414 Olive street, may be addressed.

## MACHINERY WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

**Belting.**—W. R. Ladd, South Pittsburg, Tenn., will need belting.

**Belting, etc.**—H. M. Eddy, Brooklyn, Fla., wants belting.

**Boiler.**—See "hoisting engine."

**Boiler.**—W. H. Newsom & Co., Roanoke, Va., wants a thirty to thirty-five horse-power boiler.

**Boilers.**—The Arctic Skating Co., Baltimore, Md., will want two water-tube safety-type boilers of 200 horse-power each. Address O. Hammond, Jr., 921 South Wolfe street.

**Boiler and Engine.**—J. D. Evans, West Point, Miss., wants a forty horse-power boiler and engine.

**Boiler and Engine.**—W. R. Ladd, South Pittsburg, Tenn., will need boiler and engine.

**Boilers and Engine.**—The Commercial Guano Co., Savannah, Ga., wants to purchase two seventy horse-power returned tubular steel boilers with full fronts—fronts high enough to allow flue to return over top of boilers; also one seventy-five horse power Corliss engine.

**Canning Machinery.**—J. E. Bunn, Big Stone Gap, Va., wants outfit of machinery for canning.

**Canning Machinery.**—J. H. Davis, Dawson, Ga., wants outfit for canning fruits.

**Canning Machinery.**—Alfred Morgan, Murphy, N. C., wants outfit for canning 2000 three-pound cans daily.

**Canning Machinery.**—J. K. Moran, 215 West Main street, Staunton, Va., wants information on canning, estimates on machinery, etc.

**Canning Machinery.**—W. E. Moss, Box 231, Henderson, N. C., wants information regarding canning, estimates on machinery, etc.

**Cheese Machinery.**—Mallett & Mehigan, Tarboro, N. C., want to correspond with manufacturers of cheese-factory machinery.

**Cooperage.**—The Georgia Brewing Association, Savannah, Ga., will be in the market for cooperage.

**Corn-crusher, etc.**—A. H. Williams, Bland C. H., Va., will want corn-crusher and sheller.

**Cotton Gin.**—T. J. Hamilton, Harpersville, Miss., wants to buy cotton gin outfit.

**Cotton-gin Machinery.**—W. A. McCrea, noted several days ago, should be addressed at Marietta, Ga., and not Memphis, as was stated by error.

**Cotton Mill.**—The King Land & Improvement Co., Birmingham, Ala., wants estimates on cost of outfit for small cotton mill.

**Cotton-mill Machinery.**—J. M. Martin, Bethel, Ga., wants a small plant for carrying cotton through every process from the gin to the looms.

**Cotton-mill Machinery.**—J. Tredegar, Jacksonville, Ala., wants machinery for making comforts from cotton batting or lint.

**Cotton rope Machinery.**—The Enterprise Manufacturing Co., Coleridge, N. C., is in the market for machinery to make three-sixteenths to five-eighths-inch cotton rope.

**Crusher.**—The Mystic Quarry Co., 113 Commerce street, Baltimore, Md., will open proposals on March 26 for a stone-crusher to be delivered at Sparks Station, Northern Central Railroad.

**Crusher.**—Swift & Etheridge, Elberton, Ga., will buy a rock-crusher.

**Distillery Apparatus.**—W. R. Ladd, South Pittsburg, Tenn., will need stills, worms and connections.

**Drill.**—Adam Bock, Murfreesboro, Tenn., will need a combined drill for power and hand.

**Draining Machinery.**—The Land Pebble Phosphate Co., Pebble, Fla., wants a centrifugal wringer to drain quickly phosphate pebble of all extraneous water.

**Electric-light Plant.**—The Charlotte Consolidated Construction Co., Charlotte, N. C., wants the following electrical apparatus and is open to correspondence on the subject: Two 1000 alternating light machines with switchboard appliances necessary to connect the machines with the line.

**Elevator.**—Elevator will be wanted at Van Buren, Ark. Address R. P. Allen, secretary.

**Emery Belt, etc.**—Adam Bock, Murfreesboro, Tenn., wants an emery belt and frame.

**Engine.**—H. M. Eddy, Brooklyn, Fla., wants a thirty horse power engine and smokestack.

**Ferry Equipment.**—The Velasco Ferry Co., Velasco, Texas, will need lumber, rope, pulleys, wire cable and something to protect wood against teredo.

**Fertilizer Machinery.**—T. C. Thompson, Thomaston, Ga., wants to correspond with manufacturers of fertilizer machinery.

**Furniture Machinery.**—The Asheboro Lumber & Manufacturing Co., Asheboro, N. C., is in the market for furniture-factory machinery.

**Grist Mill.**—T. J. Hamilton, Harpersville, Miss., wants to buy a grist-mill equipment.

**Heating Apparatus.**—Heating apparatus will be wanted for the South Carolina college building at Rock Hill. Address B. R. Tillman, at Columbia.

**Heating Apparatus.**—Hot-water heating apparatus will be wanted at Van Buren, Ark. Address R. P. Allen, secretary.

**Hoisting Engine.**—G. 884 Sun Office, Baltimore, Md., wants a hoisting engine, double-cylinder Lيدرwood or equal (smallest size).

**Hoisting Engine.**—The Georgia Iron Works, Augusta, Ga., wants a second-hand 7x10 double-cylinder single-drum hoisting engine with boiler.

**Knitting Machinery.**—Equipment for knitting mill at Newport News, Va., will be wanted. Address P. Thornton Marye, architect.

**Lampblack Furnace.**—The Seeman Manufacturing Co., Box 231, Savannah, Ga., wants a lamp-black furnace.

**Laundry Machinery.**—The State of South Carolina wants laundry machines for the new college building at Rock Hill. Address B. R. Tillman, at Columbia.

**Locomotive.**—The Atlantic & North Carolina Railroad wants a second-hand switching engine, 16x20-inch or 24-inch cylinders, three-and-a-half-foot or four-foot drivers. Address W. S. Chadwick, president, New Berne, N. C.

**Machine-shop Tools.**—An emery-grinder with one-and-one-quarter-inch spindle, one draw bench and plates, one drill press and one screw machine are wanted at 304 West Saratoga street, Baltimore, Md.

**Match Machinery.**—Mallett & Mehigan, Tarboro, N. C., want to correspond with manufacturers of match-factory machinery.

**Mixer.**—The Seeman Manufacturing Co., Box

231, Savannah, Ga., wants a shoe-blackening mixing machine.

**Oatmeal Mill.**—J. O. Freeman, Lexington, N. C., wants outfit for oatmeal mill.

**Oil Mill.**—T. C. Thompson, Thomaston, Ga., wants to correspond with manufacturers of oil-mill machinery.

**Oil-mill Machinery.**—E. J. Fuller, Perry, Ga., will want machinery for manufacturing cotton-seed oil.

**Oil-mill Machinery.**—Delacamp & Co., Box 173, New York city, wants to correspond with manufacturers of cotton machinery for cottonseed-oil mills.

**Paint Machinery.**—The Seeman Manufacturing Co., Box 231, Savannah, Ga., wants machinery for manufacturing paint.

**Peanut Machinery.**—Ellington & Brown, Greenville, N. C., wants to buy peanut machinery.

**Peanut Machinery.**—H. Harding, Greenville, N. C., wants machinery for assorting, cleaning and polishing peanuts.

**Pulleys, etc.**—The Kenmore Shoe Co. is in the market for pulleys, shafting, etc. Address in care of Geo. Smith, 345 Arch street, Philadelphia, Pa.

**Pulleys, etc.**—H. M. Eddy, Brooklyn, Fla., wants pulleys and shafting.

**Pulp and Paper Mills.**—J. R. Tubbs, Sparta, Tenn., wants to correspond with manufacturers of pulp and paper-mill machinery.

**Pumps.**—The Georgia Brewing Association, Savannah, Ga., will be in the market for pumps.

**Rails.**—The York Phosphate Co., Ocala, Fla., wants about five miles of 40-pound steel T rails (second-hand).

**Rolls and Shears.**—E. K. Dillingham, Houston, Texas, wants crimping rolls and scroll shears.

**Roofing.**—S. H. Bolinger & Co., Texarkana, Ark., will probably want iron roofing.

**Roofing.**—Roofing will be wanted for the South Carolina college building at Rock Hill. Address B. R. Tillman at Columbia.

**Roofing.**—W. R. Ladd, South Pittsburg, Tenn., will need 100 squares of corrugated-iron roofing.

**Roofing.**—A. H. Williams, Bland C. H., Va., will want iron roofing.

**Roofing.**—The Arctic Skating Co., Baltimore, Md., will want corrugated-iron roofing. Address O. Hammond, Jr., 921 South Wolfe street.

**Saw.**—Adam Bock, Murfreesboro, Tenn., wants band saw and frame all complete.

**Saw.**—H. M. Eddy, Brooklyn, Fla., wants one 50-inch inserted tooth saw and one 30-inch butting saw.

**Saw Mill.**—J. H. McCord, West Point, Miss., wants equipment of machinery for saw mill (without power).

**Scales.**—The Atlantic & North Carolina Railroad wants one or two track scales of sixty tons capacity.

**Scales.**—W. H. Marshall & Co., Whitesboro, Texas, want wagon scales.

**Shoe Machinery.**—The Kenmore Shoe Co. is in the market for shoemaking machinery. Address in care of Geo. Smith, 345 Arch street, Philadelphia, Pa.

**Tobacco Machinery.**—Lowry & Yokley, Mt. Airy, N. C., will buy, later on, two or three tobacco presses, two or three sets 9-inch shapes, pump, etc.

**Telephone Equipment.**—J. R. Goudie, Brookville, Ind., wants estimates on cost of complete equipment of seventy miles of telephone lines (about fifty stations).

**Telephone Equipments.**—The Clarksburg Telephone Co., Clarksburg, W. Va., wants complete equipments for telephone exchange, wires, poles, etc., for fifty to 100 subscribers. Address D. P. Morgan.

**Telephones.**—The Old Dominion Electric Construction Co., Chamber of Commerce Building, Richmond, Va., is in the market for about 400 telephones.

**Water Works.**—The city of Valdosta, Ga., will open bids on April 3 for water works material, such as pipe, hydrants, valves, specials, etc.

**Water-works Equipment.**—Full equipment of water-works material will be wanted at Winchester, Va. Address T. N. Lupton, mayor.

**Water-works Supplies.**—The office of the city water works of Richmond, Va., will receive sealed proposals until March 29 for materials and supplies for the year ending March 1, 1895. Address Chas. E. Bolling, superintendent, for full particulars.

**Wire Cable.**—Sprinkle Pulley & Woodenware Co., Pennsboro, W. Va., wants prices on one mile of one-inch wire cable, new or second-hand.

**Woodworking Machinery.**—The Valley Dressed Lumber Co., Belington, W. Va., wants a machine for making fancy ricket heads and box machinery.

**Woodworking Machinery.**—The Arcadia Lumber Co., Arcadia, La., will need a sizer and molder.

**Woodworking Machinery.**—C. H. Carles, 400 Washington street, Selma, Ala., wants to purchase woodworking machinery.

**Woodworking Machinery.**—Harry Weil, Gurleys,



Ala., is in the market for planer and resaw; second-hand.

**Woodworking Machinery.**—J. D. Evans, West Point, Miss., wants a 36-inch circular resaw and Economist planer and matcher, four sides and sixteen inches wide, an edging saw 12-inch, and a cut-off saw with five 12-inch saws on mandril 193 inches in the clear, all to be adjustable but one.

**Woolen Machinery.**—Henry Smith, Bethel Springs, Tenn., wants a set of wool cards.

Cy. H. Lyle, Johnson City, Tenn., wants catalogues and price-lists of interior work for dwellings, including hardwood finish, grills, plumbing, art and plate glass, tiling, heaters, mantels, etc.

L. W. Reilly, Hanoverville, Md., wants to correspond with manufacturers of knit gloves; a Baltimore or Maryland manufacturer preferred.

Ellington & Brown, Greenville, N. C., want the agency for an engine and mower and reaper.

J. N. Crouch, High Point, N. C., wants to contract for brass tongue heads.

Jordan & Macleod, 631 G street N. W., Washington, D. C., are in the market for wooden and tin buckets or pails for lubricating greases.

The State of South Carolina will want plumbing material and ranges for the new college building at Rock Hill. Address B. R. Tillman at Columbia.

William Eades, of Paducah, Ky., wants 200,000 feet of elm logs.

Alfred Morgan, Murphy, N. C., wants prices on two pound, three-pound and gallon cans; also on labels.

A. B. Jones, Wyeth City, Ala., wants the address of the New England party recently mentioned in the press as proposing to furnish papier mache straps for orange boxes.

## TRADE NOTES.

A HANDSOME hose carriage is being built for South Amboy, N. Y., by the Gleason & Bailey Manufacturing Co., of Seneca Falls, N. Y.

FIRST a hose-jumper, then a large steel hook-and-ladder truck, and now Amityville, N. Y., buys a handsome hose cart, all from the Gleason & Bailey Manufacturing Co., of Seneca Falls, N. Y.

J. W. TAYLOR, contracting agent for the Stillwell-Bierce & Smith-Vaile Co., of Dayton, Ohio, and Atlanta, Ga., has closed a contract for water works at Quitman, Ga., including steam pumps, etc., for \$14,185.

THE Shultz Belting Co., of St. Louis, has lately shipped 10,000 feet of belting to Moscow, Russia, 3500 feet to London, England, and a large order to Belgium. The company reports home trade fair and improving, and anticipates a fairly good year for its trade.

THE J. M. Carpenter Tap & Die Co., of Pawtucket, R. I., is introducing its new set of adjustable dies, adapted to electrical work and also for bicycle work, and finds already quite a demand for them. The company reports business as generally very good, which is not at all surprising, as its specialties are said to be of the best manufacture.

THE Babcock & Wilcox Co., the well and widely-known boiler manufacturer, has moved its main offices in New York city to No. 29 Cortlandt street, corner of Church street. Notice to this effect is now being given the trade in a handsome pamphlet which the company has issued, containing lithograph pictures of all its United States offices, eleven in number.

THE Economy Machinery Co., of Cincinnati, Ohio, dealer in new and second-hand machinery, has lately moved to its four-story building at 122 and 124 East Pearl street, where it will have 20,000 feet of floor space. This company is said to be one of the largest second-hand machinery firms in Cincinnati, having constantly on hand all kinds of second-hand machinery.

THE Bickford Drill & Tool Co., of Cincinnati, Ohio, is announcing that Mr. Lewis G. Keck has been admitted into the firm as a partner. The other members of the company are Charles Hoeflinghoff, Anton Mill and August H. Tuechter, and they state that their business will be conducted as heretofore, and they thank the trade for past favors, while assuring them that future orders will have the very best attention.

MESSRS. D'UNGER BROS., of Baltimore, are prepared to bid on telephone equipment and to do all work of this kind; also electric wiring of all kinds. The D'Unger Electrical Telephone Manufacturing Co., of Chicago, manufactures for the Baltimore firm a long-distance telephone, for which many superior points of excellence are claimed, and parties interested should correspond with the Messrs. D'Unger for full particulars.

THE Athens Robbin Mills, at Athens, Ga., which have been idle for the past year to settle the estate of Jno. H. Newton, former proprietor, are now in operation again. Mr. H. H. Carlton

is now manager of the plant, and with new building, new machinery and skilled workmen is prepared to fill all orders from textile mills for bobbins, spools, quills, etc. When in need of such goods the textile concerns of the South should give this company an opportunity to quote prices.

THE Arcade File Works, at Anderson, Ind., will enlarge its already extensive works, and has just closed contract for an electric-light plant so that the works can be run at night in order to catch up with orders. The new machinery for file-making, recently invented by Alfred Weed, general manager of the company, is now being installed, and the capacity of these works will thus be largely increased. This company claims that its files "will cut faster and wear longer than any on the market," and says that its volume of business is constantly increasing.

THE Van Wagoner & Williams Hardware Co., of New York city, has been incorporated, and its bid for the plant and assets of the Van Wagoner & Williams Co. accepted by the receivers, and the committee, composed of Austin B. Fletcher, of 29 Broadway, and Edward P. Lyon, of 31 Nassau street, is now ready to carry out the reorganization agreement, and issue to the creditors guaranteed stock and scrip for their claims. As every day is now important to the new concern, which has had to shut down to take stock preparatory to making the transfer, interested parties are requested to communicate at once by mail to either of the committee.

THE White & Middleton Gas Engine Co., of Baltimore, is an example of how Southern manufacturers can compete successfully with Northern concerns. Among the orders which this company now has on hand is one for two twenty-five horse-power engines for Buffalo, N. Y. In securing these orders the company had as a competitor the Niagara Falls Electric Power Co., which is contracting to supply power in Buffalo. The parties preferred the Southern-built gas engines to the electric current, however, as being cheaper and better for the purpose. Several White & Middleton engines are in service in New England driving dynamos for electric-light and power plants.

THE Van Duzen Gas & Gasoline Engine Co., of Cincinnati, Ohio, reports business in good shape. The number of orders has increased over 100 per cent. during the past sixty days, and if orders continue to increase at the present rate the plant will soon be pushed to its full capacity. Last year the Van Duzen Company increased its facilities for turning out its popular engines over tenfold. This rapid and remarkable growth of business, aside from the simplicity, durability and cheapness of these little giants, is the result of judicious and persistent trade-paper advertising. Maj. Benjamin Van Duzen, the inventor of the Van Duzen engines, gives personal attention to every detail of the business and factory, and it is claimed that nothing escapes his watchful and experienced eye, and every engine is thoroughly tested before being permitted to leave the shops. The company is sending out some very valuable and interesting printed matter, so if you would reduce expenses in your motive power to the minimum cost, send for full particulars.

THE Ahrens & Ott Manufacturing Co., of Louisville, Ky., manufacturer of plumbers and steam-fitters' brass and iron goods, reports that its works are running at nearly full capacity again. Before the panic of last fall the company was employing about 425 men, and is now employing about 350, with good prospects ahead to add to this number soon. The manufacture of plumbers' enameled ironware, such as bath-tubs, wash-stands, kit hen sinks, etc., has been commenced, and these goods are now being placed on the market. The company claims to be the only manufacturer of this class of goods south of the Ohio river, and believes it will make as great a success of this as it has of the soil-pipe and fitting business. The works are now melting about fifty tons of iron per day, the greater portion of which is Southern pig, and its product goes into all parts of the United States, west as far as California and east as far as Boston, Mass. The Ahrens & Ott Manufacturing Co. is equipping its new works, which have just been completed, with an electric-light plant, so as to be able to run night and day when necessary. It has also added largely to its line of patterns on brass work, and will soon be in the market with a full line of plumbers' ground key and compression work.

MESSRS. WESTINGHOUSE, CHURCH, KERR & Co., who announce their removal to the Havemeyer Building, 26 Cortlandt street, New York, from No. 17 Cortlandt street, have a peculiar field of their own in the technical world. They might be called engineering specialists, and a detailed sketch of their career and exploits would make a book of interesting and valuable information. They constituted a new firm ten years ago, but now have what is truly a world-wide reputation in certain lines of work. Their plan in general seems to be the development of one thing at a time, and when in condition to need no further attention beyond ordinary improvement, its manufacture and sale is conducted through usual channels, and another new project is put into the

incubator." For this reason they have made such a success with the Westinghouse engine, the invention of Mr. H. H. Westinghouse. Their ideas were displayed in apparatus for mechanical coal stocking and in the mechanical exhaust draught system now so extensively used in power plants. One of their specialties also has been refrigeration machinery. Starting with a simple form of compressor and condenser, they have introduced various improvements in the methods of constructing refrigerating plants and perfecting a new, radical and almost revolutionary process of manufacturing artificial ice. In fact, the whole process copies nature so closely as to be rightfully called a system for the manufacture of natural ice. This has been accomplished within one year, and, with orders for some twenty ice and refrigerating plants on hand, their capacity in this department is crowded until mid-summer. The above are but a few of the ideas in engineering and mechanics of which they have made a pronounced success, as is shown by the extent of their business. Messrs. Westinghouse, Church, Kerr & Co. can be truly proud of the results of their ten years' effort, which is an indication of what can be accomplished by experience, ability, energy and ingenuity.

## TRADE LITERATURE.

"THE LIFE OF AN IRON ROOF; OR, HOW LONG WILL IT LAST," is the title of an instructive little book upon a most interesting subject, sent free on application by the Cincinnati Corrugating Co., of Piqua, Ohio. All who expect to build this spring should send for this book.

THE De Witt Wire Cloth Co., of Philadelphia, Pa., manufacturers of all grades of brass, copper, iron and steel wire cloth, has issued a new illustrated price-list of its goods for 1894. The MANUFACTURERS' RECORD is also in receipt of a neat calendar from this concern.

MESSRS. JENKINS BROS., of Philadelphia, Pa., have issued a very neat memorandum book substantially bound and containing plenty of space for business notes, etc. It also details the advantages of their steam valves, traps, etc., which have an extended reputation for strength and durability.

THE MANUFACTURERS' RECORD has received a neat pocket memorandum and calendar containing some useful information from the S. E. Barrett Manufacturing Co., of St. Louis, Mo., manufacturer of Warren's roofing, paving material, etc., and successor to the Ehret-Warren Manufacturing Co.

THE MANUFACTURERS' RECORD has received from the F. D. Cummer & Son Co., of Cleveland, Ohio, a copy of its new catalogue for 1894. This company manufactures ore roasters, calcining machines, hot-air apparatus and dry-kilns, processes, etc., and some new and important features in principle and mechanical construction are referred to in the catalogue. The Cummer Company states that its machines have been tested and approved, and are in use by the largest concerns in the United States. A great many orders have been received for these machines from foreign countries, and connections will be established for their introduction and manufacture in transatlantic countries.

## Low California Rates.

The Queen & Crescent Route is selling first-class continuous passage tickets, Cincinnati to San Francisco, one way, at \$36.50, and \$61.90 for the round trip, good sixty days to return; \$91.90 round trip mid-winter fair tickets, and \$105.30 for round trip, good nine months to return.

The only through cars that are run by any line through from Cincinnati to San Francisco are the tourist sleepers leaving every Thursday evening via the Queen & Crescent, going South to New Orleans and over the Southern Pacific Railway to California. Solid vestibuled trains to New Orleans every day make close connection with through sleepers to New Orleans and San Francisco.

Don't fail to take advantage of these low rates and admirable train service by making the California trip at once. Any of the undersigned will be glad to send literature and full particulars on application: Chas. W. Zell, D. P. A., Cincinnati; A. J. Lytle, N. P. A., 193 Clark street, Chicago; W. P. Cooley, T. P. A., Cleveland; C. A. Baird, T. P. A., Detroit; J. S. Leith, T. P. A., Lexington; A. Whedon, P. and T. A., Louisville; W. C. Rinearson, G. P. A., Cincinnati, Ohio.

## Southern Facts Free.

All about the South. Complete description of the soils, climate, products, cheap homes and everything you want to know about the South. Beautifully illustrated. Issued monthly and sent free to all applicants by E. E. Posey, general passenger agent Mobile & Ohio Railroad, Mobile, Ala.

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P. M. This train runs week days also. It	
carries passenger coaches, parlor and din-	
ing cars. On the return this train leaves	
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<b>READ HOUSE, Chattanooga, Tenn., is one</b>	
<b>of the most favorably-known hotels in the</b>	
<b>South; attested by its register record; sec-</b>	
<b>ond to none in the number of names en-</b>	
<b>rolled therein daily. Its situation immedi-</b>	
<b>ately in front of the union depot, and at</b>	
<b>the same time in the centre of the business</b>	
<b>portion of the city, makes it at all times the</b>	
<b>commandant of the patronage of the tourist</b>	
<b>as well as commercial man, who have made</b>	
<b>it headquarters in Chattanooga for years.</b>	
<b>We bespeak for the Read continued popu-</b>	
<b>larity.</b>	